SIXTH ANNUAL REPORT · 1950

Chicago Transit Board

OF THE

CHICAGO TRANSIT AUTHORITY

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CHICAGO TRANSIT AUTHORITY

Sixth Annual Report

OF CHICAGO TRANSIT BOARD

for the Fiscal Year ended
December 31, 1950

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Irvin L. Porter*
Treasurer

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General Attorney

*Deceased, December 24, 1950

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Foreword

Getting its 10-year, $150,000,000 modernization program rolling again, after it had virtually come to a halt in 1949, was the outstanding accomplishment of Chicago Transit Authority in 1950, the Authority's third full year as owner and operator of Chicago's major local transit facilities.

Approximately $23,000,000 worth of additional modern vehicles—200 rapid transit cars, 551 propane buses and 349 trolley buses—was financed during the year. This was accomplished by the ability of the Authority to negotiate loans totaling approximately $17,500,000. These loans were supplemented with $5,500,000 available from the Authority's depreciation and other reserves.

The loans are secured by $15,000,000 in equipment trust certificates issued and approximately $2,500,000 in equipment trust certificates to be issued as portions of the original issues mature serially. These certificates are to be issued to John Nuveen & Co., Chicago investment bankers, which in turn is selling the certificates to private investors.

The Authority's equipment orders placed in 1950 made transit history in these two important respects:

1. The rapid transit cars were the first fleet purchased for Chicago in a quarter of a century.
2. The propane bus order was the first ever placed for a large fleet of buses of this type, and was one of the largest bus orders in the history fo the transit industry.

At the end of 1950 a total of 2,814 cars and buses had been ordered under the Authority's modernization program and 1845 of these modern units had been received and assigned to service. Three out of five Surface System rides were starting on new equipment. Approximately 355 miles of streetcar track in revenue service had been converted to bus service since the start of the CTA's modernization program.

The actual expenditures for modernization were:

Expended for Modernization from inception of the Authority to December 31, 1949	$42,493,000
Modernization expenditures during the year ending December 31, 1950	5,571,000
Total . .	$48,064,000

At the end of 1951 the modernization program, dating from 1945, will be almost on schedule. Nearly $70,000,000 will have been spent or obligated for this purpose. The purchase of new cars and buses will bring the Authority's expenditures and commitments for modern equipment to approximately $56,000,000.

The average age of the passenger equipment in April, 1945, when the Authority was established, was 32.3 years. By the end of 1951 this will be reduced to 17.4 years, even though more than five years will have been added to the older cars. The age of the surface equipment will have been reduced from 29.4 years to 10.1 years. The smaller addition of new units on the rapid transit system will reduce the average age of these from 39.4 to 36.6 years.

New equipment in daily service now exceeds the total amount purchased by the previous two companies in the 30 years prior to CTA ownership and operation. It will be the objective of the Authority to maintain its credit so that this progress in modernization can be continued.

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Financial

The accompanying balance sheets of Chicago Transit Authority as of December 31, 1950 and 1949, and the related statements of income, of funds and of applications of revenues, all of which have been certified by Arthur Andersen & Co., independent public accountants, set forth the financial position of the Authority at those dates, the results of its operations for the years 1950 and 1949, and fund transactions for the fiscal year ended December 31, 1950.

Total revenues for the year 1950 and their application in accordance with the provisions of the Trust Agreement securing the Series of 1947 Revenue Bonds are compared in the following summary with results for 1949:

	1950	1949
Revenues	$115,812,984	$116,239,238
Operation and Maintenance Expenses	102,055,510	105,495,146
	13,757,474	10,744,092
Debt Service Requirements:		
Interest Charges	3,816,250	3,816,250
Deposit to Series of 1947 Revenue Bond Reserve	1,284,000	1,284,000
	5,100,250	5,100,250
Balance before Depreciation	8,657,224	5,643,842
Depreciation (including in 1950 an accumulated deficit from 1949 of $856,158)	7,356,158	6,500,000
	1,301,066	856,158*
Operating Expense Reserve Fund	438,736	—
	862,330	—
Provision for Municipal Compensation	862,330	—

*Denotes Red Figure

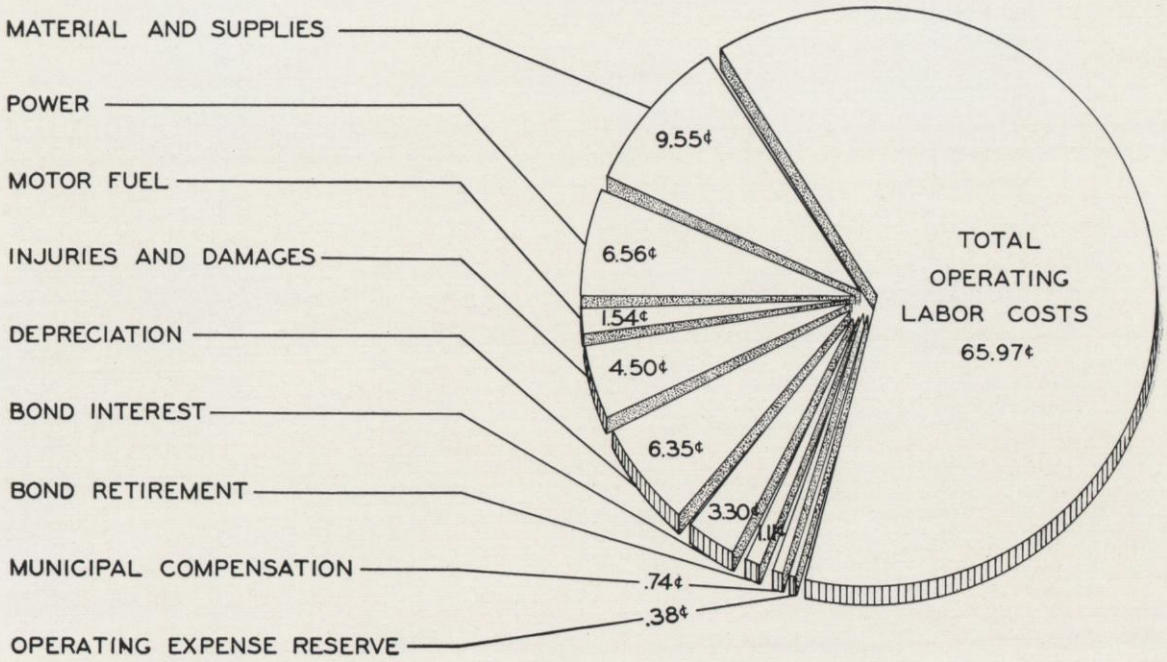
Earnings in 1950 were sufficient to cover operating expenses, bond service requirements and depreciation (including making up a deficiency of $856,158 which existed at the end of 1949). In addition full deposits were made to the operating expense reserve fund for the months May through October, except for July when only $63,735 was available for this purpose. Deposits of $862,330 were also made in the municipal compensation fund. The amount available to be paid in 1951 to the City of Chicago as municipal compensation for 1950 operations was $862,330 or approximately $156,000 less than the total amount which would have been payable had earnings been available. This was the second year since it took over

operation in October, 1947, that the Authority earned sufficient to pay municipal compensation; the first was in 1948 when the full amount, $1,035,447, was earned.

A summary of revenue passenger rides originating on the lines of the Authority in 1950 and 1949 and the revenues received from all sources during these two years are shown below:

	1950	1949
Revenue passenger rides originating on CTA lines	752,200,968	847,111,142
Revenues:		
Passenger	$113,373,063	$113,962,649
Chartered Service	14,531	16,777
Post Office Employes	438,000	392,002
City Nurses	—	11,775
	$113,825,594	$114,383,203
Station and Car Privileges	1,010,204	940,911
Rent of Tracks and Facilities	489,635	520,795
Rent of Buildings and other Property	332,112	289,162
Miscellaneous	155,439	105,167
Total Revenues	$115,812,984	$116,239,238

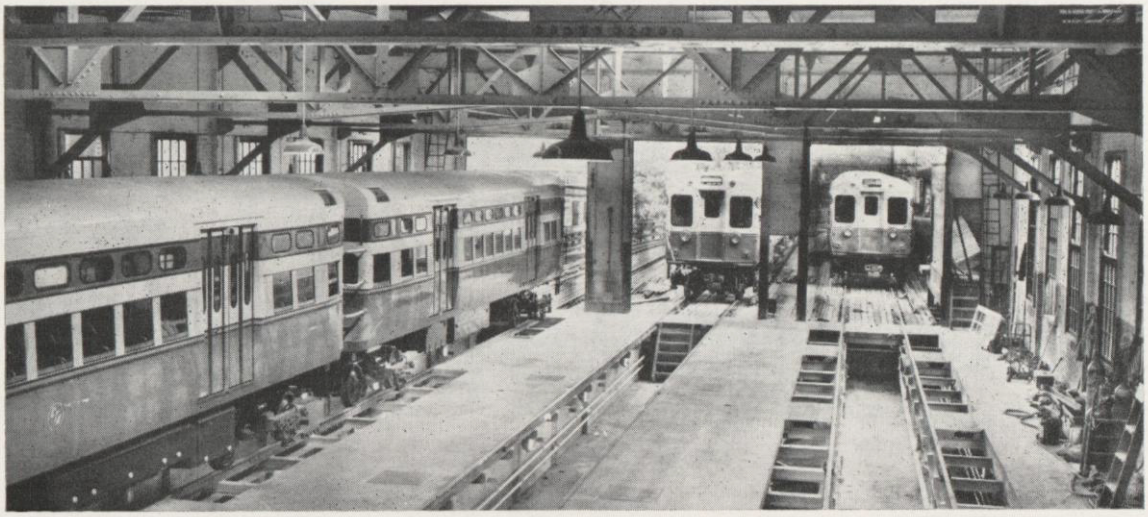
DISTRIBUTION OF C.T.A.'S 1950 REVENUE DOLLAR



Passenger traffic during the year 1950 continued a declining trend which first appeared in the latter part of 1948 and which had extended through 1949. The rate of decline experienced in 1950 by the Authority conformed substantially to the declining trend in local transit riding throughout the United States. This decline in traffic and resultant reduction in revenues, coupled with increased wage costs arising from new labor contracts effective June 1, 1950, were offset by operating economies and by adjustments of service to meet the reduced riding so that sufficient revenues were made available to meet in full all contractual and legal requirements of the Authority with the exception of operating expense reserve and municipal compensation. Since neither of the latter requirements is cumulative, the Authority commences operations in 1951 with no deficiencies carried over from 1950.

The principal elements of operation and maintenance expenses, exclusive of depreciation, for the year 1950 are shown below:

	Amount
Wages and Salaries	$72,371,499
Pension Contributions	3,167,965
Employes' insurance	854,504
Total Labor Costs	76,393,968
Electric Power Purchased	7,601,021
Motor Fuel Consumed	1,789,335
Operating Materials and Supplies	5,277,701
Miscellaneous Services and Supplies, etc.	5,781,901
Provision for Injuries and Damages	5,211,584
Total Operation and Maintenance Expenses	$102,055,510



Shops are modernized at Logan Square to service new subway-elevated cars

The labor contracts negotiated effective June 1, 1950 provided primarily for a 5c an hour wage increase and for payment of five holidays not worked.

Balance Sheet Comments

A comparison of the financial position of the Authority at December 31, 1950 and 1949 is shown in the attached balance sheets, which have been certified by the Authority's independent public accountants.

Status of Funds

Included in the statements attached to this report are statements showing the transactions during the year 1950 in each of the funds of the Authority and the balance in each fund at December 31, 1950.

Funds under the control of the Equipment Trustees for the purchase of equipment were provided by the issuance of Equipment Trust Certificates, as set forth in detail in another section of this report, and these funds are available for payment from time to time upon delivery of the equipment ordered in continuation of the Authority's modernization program. Pending expenditure of these funds as equipment deliveries are made, they are being invested in short-term U. S. Government securities. Equipment Trust Agreements entered into with the Trustees of the Equipment Trust Certificate issues provide for regular monthly payments of principal and interest on the Equipment Certificates; these payments are to be made from the Authority's Depreciation Reserve Fund and these items do not, therefore, represent charges against the regular operations of the Authority.

The fund held at December 31, 1949 for benefit of Employes covered by the Retirement Plan for Chicago Transit Authority Employes was transferred during the year 1950 to the Trustee appointed in accordance with the Retirement Plan Agreement.

Settlement With Former Owners

Final settlement with the Trustee of Chicago Rapid Transit Company was made during the year 1950 from funds previously provided for this purpose. Final settlement had been made with the Trustee of Chicago Surface Lines in 1949 and all adjustments with the former owners have now been made in connection with the acquisition of operating properties by the Authority on October 1, 1947 when it began operations.

New Financing

In order to permit resumption of its modernization program, which had slowed down in 1949 for lack of funds, Chicago Transit Board arranged for the issuance during 1950 of two series of Equipment Certificates totalling $15,000,000. From the proceeds thereof, together with $5,500,000 of its own modernization funds, Chicago Transit Board contracted for the purchase of 975 units of new equipment.

The first series, designated "Series A", was issued as of July 1, 1950 in the amount of $11,000,000, bears interest at 4 per cent per annum and matures serially beginning July 1, 1951 and semi-annually thereafter to July 1, 1956.

The second series, designated "Series B", was issued on October 1, 1950 in the principal amount of $4,000,000 and was divided into two classes. "Series B—Class 1" certificates were

issued in the principal amount of $2,667,000, bear interest at rates varying from 3½ to 5 per cent per annum (averaging not more than 4 per cent in total) and mature serially beginning October 1, 1951 and thereafter semi-annually to October 1, 1956. "Series B—Class 2" certificates amount to $1,337,000, bear interest at 5 per cent per annum and mature serially beginning April 1, 1951 and thereafter semi-annually to April 1, 1955.

Monthly payments of principal and interest called for by the Equipment Trust Agreements covering the issuance of the certificates are to be made, as previously mentioned, from the Depreciation Reserve Fund of the Authority and do not constitute charges against the regular operations of the Authority. In the attached balance sheets the monthly payments on principal have been deducted from the principal amount of the certificates.

In order to take advantage of favorable prices of new equipment quoted for purchase with the above-described Equipment Trust Certificate funds, Chicago Transit Board contracted for the issuance in 1951 of additional Equipment Trust Certificates, not to exceed $1,391,000 in principal amount, to provide funds for the purchase of 74 units of new equipment ordered but not expected, even under the most favorable conditions, to be delivered until late in 1951 and possibly not until 1952. The issuance of these additional certificates will be made possible by the retirement of like amounts of Series A and B serial maturities.

Operating and Construction Budget

An additional appropriation of $2,680,000 was made in 1950 from revenues to cover items which overran budget estimates.

On November 27, 1950, after complying with the requirements of the Metropolitan Transit Authority Act and of the Trust Agreement securing the Series of 1947 Revenue Bonds, Chicago Transit Board adopted operating and capital budgets for the year 1951. In the operating budget $94,248,600 was appropriated for operating and maintenance expenses, $3,325,-

The first of an order for 500 propane buses were received in December, 1950

800 for the Authority's contribution to the Retirement Plan and $1,035,000 to the Federal Old Age Benefit Fund, $3,816,500 for bond interest charges, $1,284,000 for Revenue Bond reserve fund, and $7,500,000 for depreciation.

The estimated amount of the Authority's 1951 contribution to the Retirement Plan, $3,325,800, represents an increase of $723,800 over actual 1950 costs; this increase is attributable to the increase in the rate of contribution from 4% to 5% on June 1, 1951, in accordance with the provisions of the Retirement Plan for Chicago Transit Authority Employes.

The 1950 Amendments to the Social Security Act made the benefits of the Federal Old Age program available to the employes of the Authority. Contributions by the Authority under this program are estimated to exceed by $469,000 the contributions in lieu of Social Security made in 1950 to the Retirement Plan.

Amounts budgeted for bond interest and for Revenue Bond reserve are identical with the expenditures therefor in 1950.

The depreciation provision is based on the estimated remaining service life of all property of the Authority and complies in all respects with the requirements of the Trust Agreement securing the Authority's Series of 1947 Revenue Bonds.

The construction budget adopted amounted to $8,008,000 and was based on funds remaining available for such purposes at December 31, 1950 and the amount of funds estimated to be produced for modernization purposes based upon estimates of revenues for the year 1951 and the 1951 operating budget and after providing for $853,000 to be retained unexpended and uncommitted in the Depreciation Reserve Fund as a guarantee for the Equipment Trust Certificates. Modernization projects uncompleted at December 31, 1950 were estimated to require $1,352,000 for completion. Principal and interest payments on the Equipment Trust Certificates issued during 1950 will require $3,202,000. Other modernization projects authorized were estimated to cost approximately $3,454,000. The Agreements securing the Equipment Trust Certificates provide that monthly service requirements on the Certificates must be met from modernization funds before any other modernization expenditures may be made.

The Board's Budget Ordinance also listed additional desirable modernization projects estimated to cost $5,386,000, which are to be undertaken if funds are available.

Delays in the delivery of the new equipment financed by the issuance of Equipment Trust Certificates in 1950 will necessarily postpone the realization of economies expected from the use of such equipment and may result in operation and maintenance costs substantially in excess of the budgeted amounts, thus making a lesser amount of funds available to meet the Capital Budget than was originally anticipated. Failure to earn in 1951 the estimated revenues upon which the 1951 budgets are based will have a similar effect on modernization funds.

Operation During 1950

Although a number of operating improvements were effected, the year was essentially one of preparation for the housing, maintenance and operation of the many items of new equipment scheduled to be received late in 1950 and in 1951. This equipment is described in some detail herein.

Among the most serious problems, particularly in streetcar and bus operation, were those arising from traffic congestion. This affected not only speed and regularity of service, but safety as well. Considerable aid was received in the central area through putting into effect, by action of the City Council, a number of recommendations of the Mayor's Traffic Survey Committee for the Central Business District, which reported early in the year.

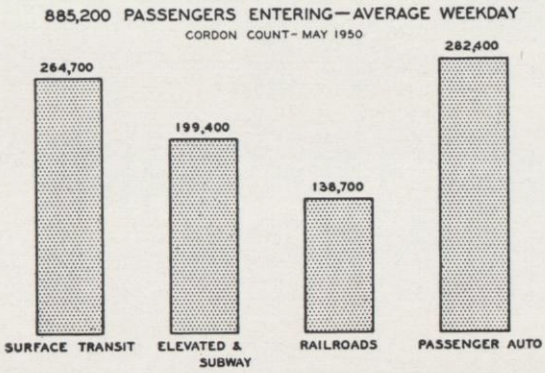
It has resulted in complete ban on parking on a number of loop streets during the hours of 4:30 P.M. to 6:00 P.M. on weekdays. Jefferson Street and Canal Street, immediately west of the loop area, were restricted to one-way traffic with good results. The City has adopted a new and more complete traffic code which should be helpful in controlling traffic safety.

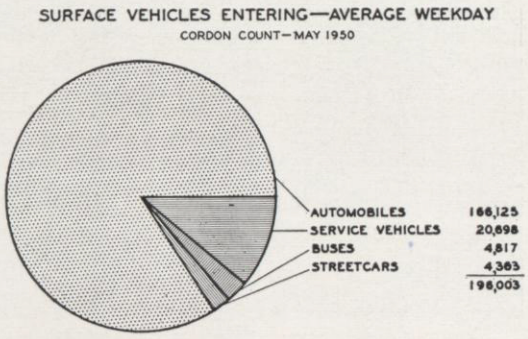
Rerouting or turnbacks of streetcars and buses, made necessary by flooded underpasses following rain storms, have continued to inconvenience many riders. In 1950, there were 352 such interruptions of service, many of which were several hours in duration. One such 16-hour interruption inconvenienced 25,000 passengers. Steps are being taken to improve this situation through adequate sewer and pumping facilities.

Surface Lines

The Devon Avenue bus line was extended on the east end from Granville Avenue to Ardmore Avenue. The west 31st Street bus line was extended from Kedzie Avenue to California Avenue. The Foster Extension bus line was extended from Nagle Avenue to Milwaukee Avenue. Minor changes were made in other bus routes, principally to reach new off-street terminals. The downtown operation of Roosevelt Road streetcar line was discontinued, in connection with reroutings incident to one-way traffic operation on Jefferson and Canal Streets.

MOST PASSENGERS ENTER CENTRAL BUSINESS DISTRICT BY MASS TRANSPORTATION
BUT MOST CONGESTION IS CAUSED BY AUTOMOBILES





As of the close of the year there were 669.29 revenue miles of streetcar track in operation and 782.46 single way miles of bus operation. The latter included 130.17 miles of trolley bus lines and 652.29 miles of motor bus lines.

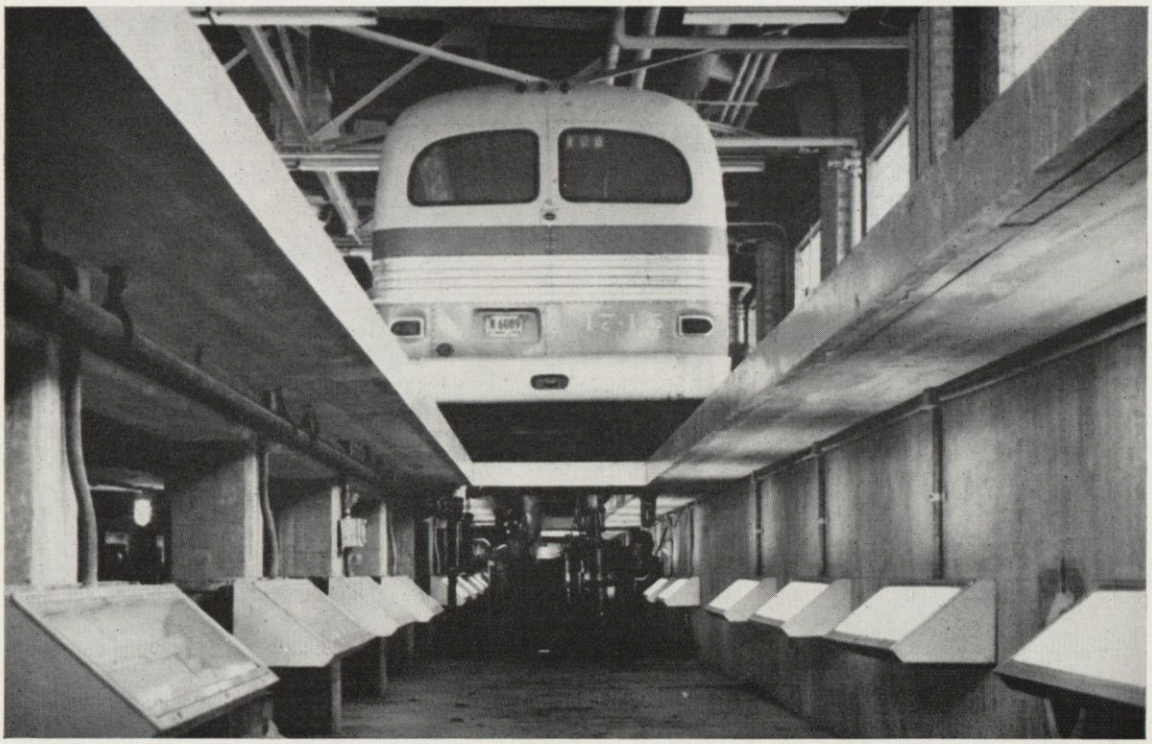
Six new off-street terminals were developed for bus lines as follows: at California Avenue and 31st Street for the 31st Street bus line; at Cicero Avenue near Pensacola Avenue for buses operating on Cicero Avenue; at Central Avenue near Milwaukee Avenue, principally for Central Avenue buses; at North Avenue near Winchester Avenue for North Avenue buses; at Kedzie Avenue near Peterson Avenue for Kedzie Avenue buses; and at 111th Street and Harding Avenue for the 111th-Vincennes buses. New platform shelters were constructed at 63rd Place and Narragansett Avenue and at Halsted and 79th Streets.

Landscaping has been completed at a number of the terminals that had been previously established. Real estate has been acquired for additional off-street terminals for development in 1951.

Rapid Transit

In the month of December the Logan Square rapid transit line was completely equipped with new cars. Starting in August, new cars were placed in operation on this route as they were delivered, to give the public the benefit of modern vehicles to the extent it was possible to do so. This route was scheduled for operation in the Milwaukee Avenue subway early in 1951.*

Several of the new cars were also placed in operation on the Ravenswood line. This route,



Shop facilities in North Park service building permit working on production line basis

*Opened February 25, 1951.

with its heavy interchange with the North-South subway, is scheduled to be completely equipped with new vehicles in 1951 as rapidly as the modern equipment is delivered.

Further economies were effected through curtailment of off-peak and Saturday, Sunday and Holiday service on lightly used branches. This applied particularly to Westchester south of Roosevelt Road and to the Humboldt Park branch.

Preparation was made for the new cars and for the Milwaukee Avenue subway service by the construction of shop facilities at Logan Square to service the new equipment and by an extended platform at Damen Avenue and North Avenue to facilitate transfers from surface feeders.

The rapid transit shops at Skokie are being enlarged and a new inspection building was constructed at the Kimball Avenue terminal of the Ravenswood line in anticipation of providing the needed facilities for the new cars.

Rapid Transit especially demonstrated its value to Chicago during the month of December when bad street conditions prevailed because of heavy snows and extreme cold. In that month Rapid Transit riding was 3.43 per cent higher than for December, 1949, while on the surface system it was 6.40 per cent lower.

Equipment

There were 31 propane fueled motor buses and 100 new rapid transit cars delivered during the latter months of 1950.

The 31 propane buses represent the first vehicles received of an order for 500 buses of this type which was placed in July, 1950, with the Twin Coach Company. An order for 50 ACF-Brill propane buses was also arranged for during December, 1950 for early delivery. A general description of these buses follows:

	Twin Coach	ACF Brill
Motive Power	Propane	Propane
Transmission	Hydraulic	Hydraulic
Length over Bumpers	40′2″	35′2″
Maximum Width	102″	96″
Maximum Height	9′11″	9′10″
Front Entrance Door—Clear Opening	31″	28″
Central Exit Door—Clear Opening	45″	28″
Approximate Weight	17,000 lb.	18,560 lb.
Seating Capacity	51	44

The purchase of an additional experimental propane bus from ACF-Brill was also authorized. Propane buses were chosen because of the low cost, abundant supply and safety of propane. Engineers of the Authority conducted an exhaustive investigation of all phases of the use of propane for internal combustion engines and concluded that buses operated with this fuel would give highly satisfactory operating performance with reasonable maintenance costs.

In September contracts were awarded for the purchase of 349 trolley buses from the Marmon-Herrington Company, which are scheduled for delivery during 1951. The general characteristics of these buses are summarized herewith:

Motive Power	Single Motor—140 H.P.
Length over Bumpers	39′11″
Maximum Width	102″
Maximum Height—Over Trolley base	10′3½″
Front Entrance Door—Clear Opening	48″
Center Exit Door—Clear Opening	48″
Approximate Weight	19,700 lb.
Seating Capacity	49

These trolley buses, as well as the Twin Coach motor buses, are somewhat larger than any bus equipment which had been purchased by the Authority previously.

The 100 rapid transit cars which were delivered during the year are part of the 130 cars which were ordered previously fom the St. Louis Car Company. 70 additional rapid transit cars were also ordered from the St. Louis Car Company in July, 1950, making a total of 200 new rapid transit cars recently delivered or on order. Completion of delivery of all these cars is scheduled for 1951. A general description of the new rapid transit cars follows:

Motive Power	Four 55 H.P. Motors
Type of Truck	Similar to PCC Car Standard B-2
Maximum Length	48′0″
Width at Belt Rail	9′4″
Width at Top of Floor	8′8″
Maximum Height	11′10″
Number of Doors	Two Double Doors—Each Side of Car
Clear Door Opening	Two 24″ openings per Double Door
Approximate Weight	40,000 lb.
Seating Capacity	51

These cars are semi-permanently coupled in two-car units and can be operated in trains that are multiples of two cars in length up to a ten car train. The maximum train length currently operated consists of eight cars. This will probably be the standard maximum for some time. A motorman's cab is located on each of the outer ends of the two-car units. The two double doors on each side of the car are located approximately half way between the center line and the end, thereby permitting ease of circulation within the car and rapid loading and unloading. It is an all-electric car equipped with dynamic motor brakes in addition to an automotive type drum brake mounted on each motor shaft. It has the rapid acceleration and braking characteristics of the PCC streetcar.

The total new equipment, recently delivered and on order, therefore consists of 551 propane buses, 349 trolley buses and 200 rapid transit cars, representing an investment of about $23,000,000.

The conversion of 155 of the old type two man streetcars for one man operation was completed during the year. Installations of multiple unit door controls on the 455 steel rapid transit cars likewise was completed. During the year 1950 there were retired from operation 362 old streetcars, 18 old buses and 113 old rapid transit cars.

Plant Improvement

On May 28, 1951, the North Park Bus Terminal, located on a fourteen acre site at Kedzie and Foster Avenues, was officially opened and ten bus lines were transferred to this station from Devon Station, Lawrence Garage and Lawndale Station. (The routes then transferred include—Skokie, Touhy Avenue, N. California Avenue, a portion of Kedzie-Homan, N. Western Avenue, W. Devon Avenue, N. Damen Avenue, Kimball Avenue, Clybourn Avenue and N. Pulaski Road).

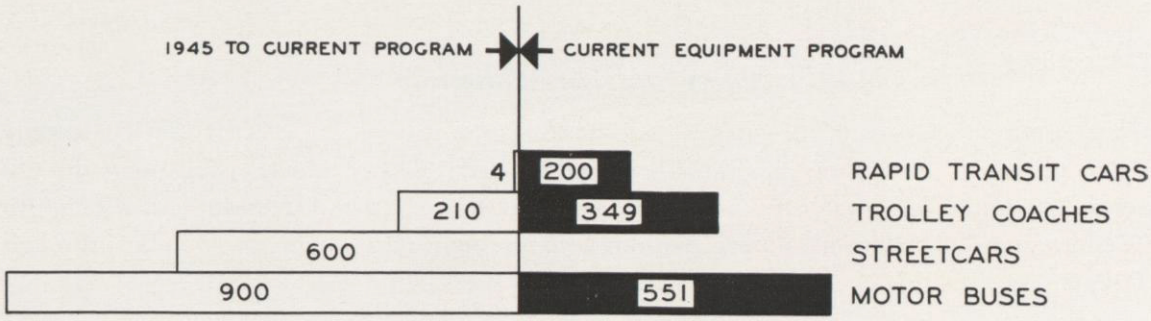
The project, costing approximately $1,650,000, includes two modern one-story buildings of brick construction and a large paved outdoor storage area. The total capacity is 350 buses of which 320 is in open storage.

The administration building, 86 feet by 83 feet, provides office space for transportation department supervisory personnel and quarters for bus operators. The service building, 322 feet by 228 feet, houses the most modern equipment for inspecting, servicing and repairing buses. Location of pits and other facilities in the service building were designed to permit inspection and servicing of buses on a production line basis.

This is the second bus terminal to be built completely new by the Authority. The first was the Beverly bus terminal at 103rd Street and Vincennes Avenue opened December 4, 1949.

Propane storage facilities are being installed at North Park and this will be one of the major bases for propane operation. Approximately 500 transportation and maintenance work-

NEW EQUIPMENT FOR MODERNIZATION
DELIVERIES PRIOR TO 1950 AND THE CURRENT PROGRAM



ers are employed at North Park Terminal and additional routes are being transferred to this location.

The Logan Square inspection shop on the rapid transit system has been remodeled to provide inspection and servicing facilities for all Logan Square Branch PCC type subway-elevated cars. This work included remodeling pits, installing lubrication facilities and improving locker, lunch and store rooms. Overhead cranes and car jacks will also be installed.

Plans were nearly completed for the Elston-Armstrong bus terminal which will provide facilities for 150 gas buses and 250 trolley buses. The entire construction work is estimated to cost $2,500,000. The time for completion is dependent on funds being available.

In 1951, total or partial conversion of the car houses located at North and Cicero, 24th and Leavitt and at Cermak and Ogden, is scheduled to provide facilities for motor buses or trolley buses. The motor bus garage at Pierce and Lamon will be converted to a servicing and inspection facility for trolley buses.

Accident Prevention

On Thursday May 25, 1950, at 6:34 P.M. a collision of a PCC streetcar and a gasoline trailer truck occurred which resulted in 34 death claims and many claims for injuries, primarily from flaming gasoline. The accident occurred on State Street and 62nd Place as the car was being switched into an emergency loop at this location. This switching movement was necessary to avoid entering into a flooded underpass. This was the worst accident in the history of surface transportation in Chicago.

A restudy of all factors relating to safety is being made. Traffic officers have authority to reroute gasoline conveying trucks in cases of flooded subways so that in the future a streetcar making an emergency turn cannot encounter such a truck. Also a maximum of emergency exits are being provided through windows and doors.

A retraining program has been established which includes additional instruction, with emphasis on safety, especially of operators with greater than normal accident records. They are retrained in actual operation by competent instructors who point out the occasions for accidents. The accident possibilities on each route and on each section of a route, as determined by past experience, are carefully explained with advice as to how such accidents may be avoided. This is improving the reliability and confidence of the operators.

In 1950, Chicago Transit Authority was awarded a certificate of honorable mention from the American Transit Association in recognition of high achievement in traffic and passenger safety during the previous year.

Fares and Fare Collection

There were no changes in the rates of fare during 1950, except those occurring incidentally by an additional loop shuttle bus route being authorized to carry non-transfer riders for 10 cents. This route was established to operate between the Merchandise Mart and the North Western and Union Depots, during morning and evening rush hours on Mondays through Fridays.

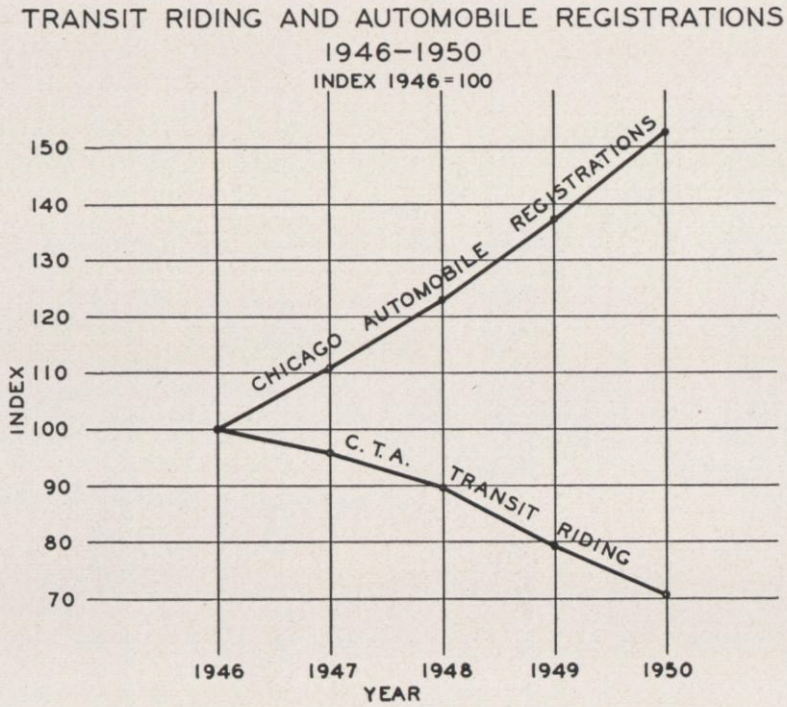
A new fare collecting system was put into effect on rapid transit lines on portions of the system where there are no agents at stations. This system, which enables more accurate records to be kept, provides for hand registering meters for recording the fare when payment is made.

A new fare collecting system was also established for passengers boarding at or riding through the boundary between the middle zone and the north zone on the rapid transit system at Howard Street. Under this arrangement all fares of passengers travelling between Wilmette, Evanston and Chicago are collected on trains. This saves from 1½ to 2 minutes in train time that had been required to permit collection of tickets at Howard Street, which delayed 6,000 through passengers to that extent daily. Passengers originating at Howard Street, which formerly received identification tickets and surrendered them to platform collectors, now pay fares to the agent and board trains as they would at any other rapid transit station.

The Board authorized the sale and use of fare tokens on the surface system, on and after June 19, 1950. These tokens are sold only in the cashier's office in lots of 15 at 15 cents each, that is at the regular cash fare rate.

New type fare collecting and recording devices are continuously being tried out to develop an acceptable standard for use on a wide scale throughout the system.

The basic fares, which were in effect during the entire year, were 15 cents for adults on the surface routes and 17 cents on rapid transit or express bus routes. Two-zone through fares on rapid transit lines were 20 cents and suburban local outer zone fares were 15 cents.



Transfers were interchanged between surface and rapid transit lines on payment of the rapid transit rate. Children and school fares were 7 cents, good on surface or rapid transit for travel anywhere in each zone. Transfers for adults were interchanged with the Chicago Motor Coach System.

Real Estate

The Authority sold six parcels of real estate that were no longer needed for transportation purposes, at a total sale price of $372,000. Nine parcels were purchased at a total purchase price of $119,200, exclusive of other costs in connection with the transactions. The items purchased were, with one exception, for use as off-street terminal facilities.

The Authority rented space on the seventh floor of the Merchandise Mart which will accommodate its executive and operating departments. The new lease is for a ten-year period beginning November 1, 1951 and will effect a total saving of $1,440,000 or $144,000 a year. The consolidation of offices on a single floor will also produce additional savings through increased efficiency, compared with present locations in five buildings.

The CTA-owned office buildings at 600 West Washington Boulevard and 1165 North Clark Street will be offered for sale after they are vacated.

Wage Agreements

Effective June 1, 1950, two year wage agreements were entered into with the various unions. The wages and salaries of all employes covered by the agreements were increased by five (5) cents an hour.

The facilities at North Park transportation building are as modern as its design

It was agreed that Memorial Day, Fourth of July, Labor Day, Thanksgiving and Christmas will be paid holidays—or days set aside for such holidays. Those who work on such holidays will receive time and one-half. Those who do not work on such holidays will receive eight (8) hours pay, provided they would have been scheduled to work and would have worked had it not been a holiday. The holiday allowance provided for is considered as days worked (even if no work is performed) for the purpose of computing weekly overtime.

The agreements further provide that bi-weekly paydays will be applicable to all employes.

Agreement was first reached with Division 241 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America and was ratified by ordinance of Chicago Transit Board on May 17, 1950. Subsequently similar agreements with the other unions were approved by the Board.

The adjustment in wages and working conditions is estimated to increase operating expenses by approximately $3,200,000 per annum, based on the employment level at the time the new contracts were negotiated.

Retirement Plan

The Retirement Plan of the Chicago Transit Authority which was effective June 1, 1949, continued during the year with minor changes.

The rate of payment by the employes toward the Plan remained during the year at 2 per cent of their compensation while the rate paid by the Authority increased on June 1, 1950, from 3 to 4 per cent, in accordance with the terms of the Plan.

Inasmuch as employment in the Chicago Transit Authority is again covered employment under the Social Security Act, effective January 1, 1951, the 1 per cent of earnings paid by the employe and the 1 per cent paid by the Authority in lieu of Social Security payments, and used to provide for the "Social Security" differential payments was discontinued as of January 1, 1951.

As of December 31, 1950 there were 3,319 retired employes. The payment to retired employes for the month of December, 1950, was $273,614. The total expenditures from the Retirement Plan during 1950 were $3,652,360.

Insurance

The total fire insurance as of the end of 1950 on ordinary risk properties is $72,835,000. Slightly lower rates were made effective during the year due to improvements in housekeeping, installation of lights and extinguishers, safer methods of handling materials and some repair and construction work, all as recommended by insurance engineers.

Fire insurance in the amount of $18,116,350 is carried on superior risk properties. The Authority also carries public liability insurance, plate glass insurance, group insurance for employes, financial risk insurance and boiler and pressure vessel insurance.

Employes group insurance including life insurance; and hospitalization, surgical and medical; and accident and sickness insurance had been in three companies. Effective July 1, 1950, it was placed in one company. This was largely responsible for reducing the approximate annual premium from $1,145,000 to $985,000.

Public Information

Throughout 1950 the Public Information Department carried on an extensive program properly to inform the public of all phases of the Authority's operations, its far-reaching modernization program, its service planning and service changes, and its finances.

In fulfilling this obligation to the Authority's patrons and to the public in general, many media of public communications were used. Information relating to service revisions, purchase of new buses, construction of garage buildings and other new facilities, and a wide variety of other operating changes was released at frequent intervals to metropolitan, community and foreign language newspapers, to news service agencies and to radio and television stations during 1950.

At this desk the many questions asked by the public are answered

Close contact was maintained with these channels of communication and there was supplied, on request, a considerable amount of specific information regarding Transit Authority operations and activities.

Service information was also given to the public through newspaper advertisements, direct-mail pieces, pamphlets, etc. On its own properties, the CTA displayed service announcements on car and station cards, posters, signs, and window stickers, and distributed thousands of copies of its bi-monthly passenger publication, RIDER'S READER, through "take-one" boxes on streetcars, buses and rapid transit units.

These media were also used frequently throughout the year for promotional advertising designed to encourage increased use of CTA facilities. This advertising recommended use of CTA surface and rapid transit routes in combination for a faster ride; stressed time and money saving advantages of CTA service over the private automobile; and featured places of interest in Chicago reached by CTA lines.

A series of informative institutional ads, detailing progress of the Authority's modernization program, appeared in the metropolitan daily newspapers during August, September, and October, 1950, when CTA was making transit history in the purchase of new vehicles. Later these ads were reproduced in booklet form for distribution to interested city, civic and business leaders.

Thousands of information folders, containing maps of CTA routes and suggestions for how best to SEE CHICAGO, were distributed to Chicagoans and visitors to the city through rapid transit stations, travel and information bureaus, department stores, railroad depots, public libraries, etc. Written requests for literature of this kind are received and processed daily by the Public Information Department.

As the year ended a new information pamphlet, incorporating a map of the entire CTA system and showing connecting motor bus lines in Chicago and nearby suburban communities, was being prepared. The pamphlet will contain a brief description of all CTA routes, a condensed directory of Chicago Streets, as well as other data of interest to transit riders. For the first time, numbers of all surface routes will appear both on the map itself and in the detailed listings.

Chicago Transit Authority continued during 1950 to assist in insuring the success of many civic, charitable and patriotic activities.

Traffic safety posters, prepared and distributed by CTA, in cooperation with the Chicago Safety Information Committee, City traffic and safety authorities, and the Chicago Board of Education, were displayed in public and parochial, grammar and high schools during 1950 for the third consecutive year.

Display space on CTA vehicles and rapid transit properties was made available for such

other civic activities as the Mayor's committees for reduced traffic accidents, and for a cleaner city; to publicize the recreational facilities under the jurisdiction of the Chicago Park Board and the Cook County Forest Preserve District; to promote the sale of Federal Government bonds and the recruiting activities of the armed services; and to call attention to money-raising campaigns conducted by the Community Fund, Red Cross, Heart Association, Cancer Society, and other similar groups.

Through CTA Transit News—the Authority's monthly magazine—employes and members of their families were kept informed of Authority activities and policies. Special emphasis was placed on the proper performance of all transit operations and functions that have a direct bearing on public and rider good will.

Written and verbal communications from the public regarding service and the facilities of the Authority were answered promptly and fully through the Service Section of the Public Information Department.

Concession Contracts

The Public Information Department has general supervision of the Authority's revenue contracts, including those covering advertising display and various concessions. The following tabulation shows a list of these services and a comparative statement of CTA net income therefrom for the years 1950 and 1949:

Item	Year 1950	Year 1949
Advertising Display	$825,144	$748,878
Newsstands	75,494	71,733
Soft Drink Vending Machines	30,884	7,345
Candy, Gum and Nuts Vending Machines	53,315	47,879
Parcel Lockers	5,053	5,825

The Chicago Transit Board authorized, in December, 1950, the execution of a 5-year contract with National Transitads, Inc., for the rights to sales and operation of card and poster advertising space in and on the Authority's cars, buses, station platforms, and subway walls. This contract, which is to be effective July 1, 1951, contains a provision reserving the right of the Authority to terminate in the event compensation to the Authority for the first contract year should be less than $900,000. This minimum requirement increases by $100,000 for each of the second, third, and fourth contract years, to $1,200,000 for the year ending June 30, 1955.

During the summer of 1950, upon permission by the City Council, facilities were installed and sales started of Traveling Displays on the exteriors of surface cars and buses, which will substantially increase advertising income to the CTA.

An extensive program of rehabilitating poster frames on the Authority's elevated platforms was completed during the year. Under the plan, poster frames are arranged in a systematic pattern designed for more effective display of advertisers' copy.

At the end of the year plans were well under way for the operation of revenue contract services in the Milwaukee-Dearborn Subway. These installations will be similar to those in the State Street Subway and include advertising display facilities on the subway tube walls, newsstands, soft drink machines, and small machines for vending confections on the platforms.

There are in process of development other ideas which, it is hoped, will further enhance the Authority's revenues from non-operating sources.

Organization and Management

Chicago Transit Board

Mr. Irvin L. Porter died December 24, 1950. Mr. Porter was a member of Chicago Transit Board and its Treasurer from the inception of Chicago Transit Authority. His ability in business and finance and his conscientious devotion to duty was of great assistance in the management and modernization of the local transportation facilities of Chicago. His term of office would have expired September 1, 1951.

Mr. Guy A. Richardson, was elected Vice-Chairman of the Chicago Transit Board on January 5, 1950, to fill the vacancy caused by the expiration of the term of Frank McNair on December 19, 1949. Mr. Richardson was elected for a period of one year and until his successor has been elected by the Board.

Signal interlocking tower sorts trains at Congress Street in new subway

The term of Mr. James R. Quinn, as a member of the Board expired on September 1, 1950. He continued to serve, as provided by law, until his reappointment by Honorable Martin H. Kennelly, Mayor of Chicago and the approval thereof by Honorable Adlai E. Stevenson, Governor of Illinois was made effective, by Mr. Quinn filing his oath of office on October 2, 1950, with the Secretary of State. Mr. Quinn's reappointment is for the period ending September 1, 1957.

During the year the Board held 36 meetings for the transaction of business. Besides the usual current matters relating to management and operation, the Board and its committees gave particular time and study to the following matters in which there was considerable activity during the year,—service and extensions, financing and purchasing of new equipment, sales and purchases of real estate, purchase of materials and supplies, acquisition of better and more efficient office space, placing of major insurance contracts, settlement of wage matters and working conditions, agreements in connection with the Milwaukee Avenue Subway and the West Route Superhighway and advertising and concessions.

Operating Organization and Personnel

Among the management personnel retiring during the year were Mr. T. J. Blakely, Superintendent of the Utility Division; Mr. A. H. Daus, Superintendent of Shops for the rapid transit system; Mr. H. G. Hardin, Superintendent of Transportation for the rapid transit system; Mr. F. L. Hupp, Assistant Secretary; Mr. R. N. Wade, Superintendent of Way and Structures of the rapid transit system and Mr. C. A. Whonsetler, Comptroller.

These men had all spent many years with the predecessor companies and had continued with their duties when the operating companies were acquired by the Authority. Mr. Blakely represented an exceptional case of long service, having been employed by the local transit companies in Chicago for a period of over fifty-nine years.

Following these retirements a number of new appointments and consolidations of duties were affected. The Way and Structures Division of both surface and rapid transit systems were combined and placed under the direction of Mr. H. L. Howell. Equipment Maintenance of both systems was consolidated and placed under the direction of Mr. R. J. Ruppe, General Superintendent of Shops and Equipment.

Consolidation of supervision over the largest group of employes became effective when Mr. R. J. McKinney, was appointed General Superintendent of Transportation of combined surface and rapid transit systems. Mr. T. B. O'Connor and Mr. Arthur Heidecke were each appointed to positions as Assistant General Superintendent of Transportation. This completed the consolidation of the operating and management organization of the Authority.

Mr. W. W. Helfrich was appointed Assistant Secretary and Mr. P. J. Meinardi was appointed Comptroller. Mr. E. E. Olmstead was appointed Traffic Engineer, following the resignation of Mr. W. R. Marston, who had accepted a position in the office of the City Traffic Engineer. Following the death of Mr. E. W. Horning, Superintendent of the West Shops, the vacancy was filled by Mr. R. H. Martz.

The Training Division was reestablished for intensive training of new employes and also for retraining. Mr. G. J. Wagner was appointed Supervisor of Training, reporting to Mr. C. E. Keiser, Executive Assistant.

During the year 2,614 persons left the service of the Authority; 895 being retired on pensions or disability; 1,339 new employes entered service. At the close of the year there were 19,597 in all employed by the Authority or 1,275 less than a year ago.

The effect of the military training program is reflected in the fact that 180 employes of the Authority entered military service during the year, and manpower shortages are again becoming a matter of concern in some departments of the Authority.

The Milwaukee Avenue Subway

The Milwaukee Avenue Subway, sometimes known as the Milwaukee-Dearborn-Congress Subway or as Route No. 2—Dearborn Street Subway—of the Initial System of Subways, was nearly completed at the close of the year. This subway, which was built by the City of Chicago, through its Department of Subways and Superhighways, will be operated by Chicago Transit Authority as part of its local transportation system. This is in accordance with the ordinance grant from the City of Chicago, dated April 23, 1945. Operation of the subway was scheduled to commence some time during the month of February, 1951.*

*Operation by Chicago Transit Authority began at 12:01 A.M. February 25, 1951.

New rapid transit trains incorporate many features of the PCC streetcar

The subway is located on the line of Congress Street between the west bank of the River and Dearborn Street, on Dearborn Street between Congress Street and Lake Street, on Lake Street between Dearborn Street and Milwaukee Avenue, on Milwaukee Avenue between Lake Street and Division Street and through private property parallel to and just west of Milwaukee Avenue between Division Street and Evergreen Street. At Evergreen Street, the subway tracks are connected with the Logan Square Elevated Line by means of an incline connection.

The total route length of the subway described above is 3.99 miles. Included in this length are two low-level river crossings where the subway crosses the south branch of the Chicago River and two crossover sections for the reversal of trains.

The Milwaukee-Dearborn-Congress Subway will be extended to the west at some future date, in the right-of-way of the Congress Street Expressway to connect with West Side Elevated Lines.

Mezzanine stations are located at the following streets:

LaSalle at Congress	One Train Stop

On Dearborn Street midway between the following streets:

Van Buren-Jackson Jackson-Adams Adams-Monroe Monroe-Madison Madison-Washington Washington-Randolph	Three Train Stops
Clark at Lake Wells at Lake	One Train Stop
Milwaukee at Grand	One Train Stop
Milwaukee at Chicago	One Train Stop
Milwaukee at Division	One Train Stop

All stations except those on Dearborn Street connect with station platforms approximately 500 feet long. The six stations on Dearborn Street connect with a continuous platform approximately 2,500 feet long. East of the Chicago River, the platforms are 23 feet in width while those on Milwaukee Avenue west of the River are 19 feet in width. All platforms are of the island type located between the two tracks.

Entrance to the mezzanine stations is by stairs between the sidewalk and mezzanine level. Escalators are provided between the mezzanine and platform level at all stations except at the Milwaukee-Division station.

In the Central Business District between LaSalle and Lake Streets and Clark and Congress Streets, the shield method of construction was employed resulting in circular tube sections. All other portions of the subway were built of a horseshoe section by the bench method of tunnel

mining. Two single tubes, one for each track were built throughout the tunnel sections. The crossover sections and the portal section were built in open cut.

In the track construction 100-pound rail with welded joints was used except at connections with special work and at joints required in the rails for signal purposes. The rail rests on steel tie plates which are set on rubber pads that are supported by short red oak ties set in concrete ballast. The rail is fastened to the steel tie plates with spring rail clips.

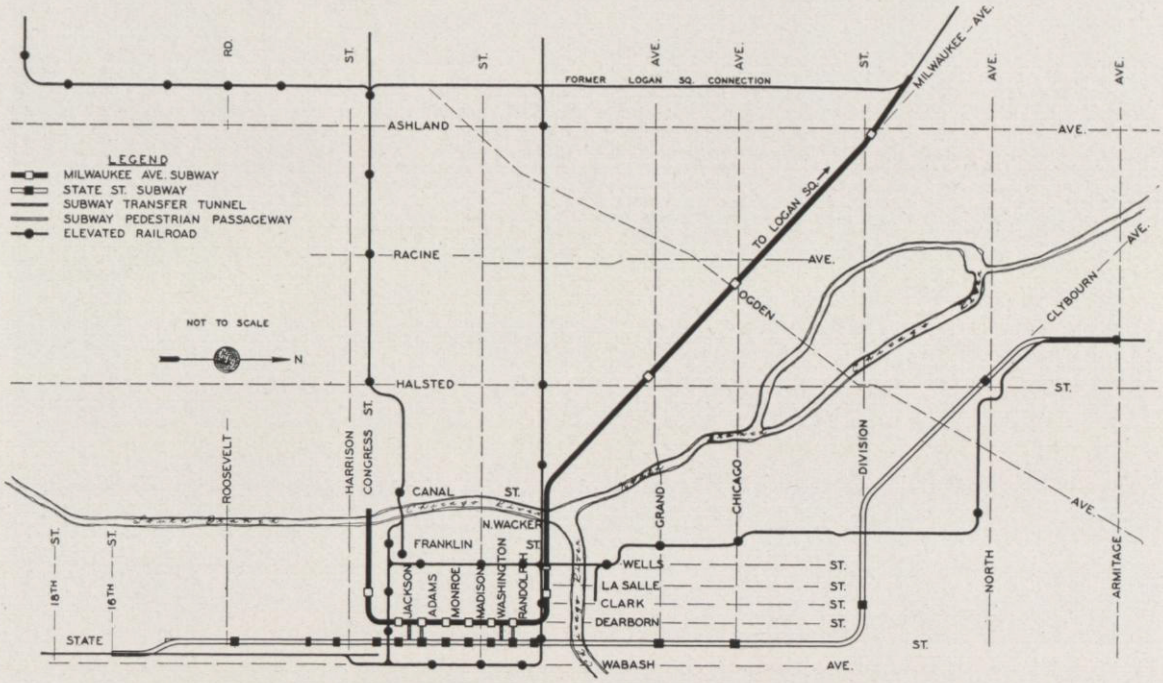
A modern signal system is provided throughout the length of the subway with track trips to prevent trains running into stop sections.

The total estimated cost of constructing the subway, complete for operation, is $39,634,000, of which $34,839,000 is for basic construction and $4,795,000 is for fixed transportation equipment.

The cost was financed as follows:

Grant from Federal Government	$13,691,700
City Traction Fund	23,980,000
City Transit Fund	1,562,300
City Subway Revenue Bonds	400,000
TOTAL	$39,634,000

MILWAUKEE AVENUE SUBWAY
DIRECT ROUTE TO CITY'S NORTHWEST SECTION



These costs are preliminary and are subject to final audit. The $4,795,000 (an estimated figure subject to final adjustment) for fixed transportation equipment represents the amount that the Authority would reimburse the City over a period of approximately 31.66 years. This transportation equipment includes track, signals and interlocking equipment, traction power distribution system and related operating items.

Initially the subway will be used by Logan Square trains. All new modern cars have been provided by the Authority for this operation. The journey from Logan Square to various points in the loop area will be made at a saving of 6 to 14 minutes (dependent on location) as compared with the old indirect elevated route with old cars.

Compared with travel on the surface routes, the subway will make possible time savings during the rush hours of as much as 25 minutes in the journey from Madison and Dearborn to Logan Square.

This offers a completely new and modern rapid transit facility for Chicago.

Wide platforms, 19 ft. to 23 ft. are provided in Milwaukee Avenue subway

Planning for 1951

The year 1951 will bring about many improvements in service, principally by operation of additional new passenger equipment. Financing was arranged for during the past year but actual production and delivery on most of the new buses and rapid transit cars must be accomplished in 1951. There is no question concerning the production capacity for the manufacturers to make prompt deliveries, but the demands of the national defense program may affect the quantity and type of materials that are available. We believe that this new equipment is vital to supply adequate and efficient transportation serving plants and other defense activities in this area. It is the belief of the Authority that supplanting the wasteful old-type transportation with modern methods is a distinct contribution to the defense program and will aid, among other things, in offsetting the growing manpower shortages.

The national defense measures will affect the Authority in many ways besides, as noted above, in timing of equipment deliveries. It will affect the securing of many types of materials and supplies and will reduce available manpower due to the demands of military service. The staff of the Authority is working actively in the Chicago Civil Defense Program in connection with public transportation in an emergency. In this, and in its day to day service, the Authority is determined to adequately meet its obligations.

The Authority appreciates the efforts of the City of Chicago, its administrative officials and the Department of Subways and Superhighways, in completing the Milwaukee Avenue Subway. This is an exceptional contribution to mass transportation in Chicago which was made possible by past contributions of the car riders themselves, in the payment of fares, as well as by aid from the Federal Government.

Among the problems to be met is that of providing adequate housing and servicing facilities for buses. Successful adaptation of existing car houses to bus service will play a large part in the program, supplemented by the developement of additional sites.

With actual construction going forward, the work on the West Route Superhighway, constructed by the County, City and State, will require major temporary rerouting of some of our services, particularly on the rapid transit lines. While temporary construction is the responsibility of the governmental agencies constructing the superhighway, the special operating problems must be worked out by the Authority.

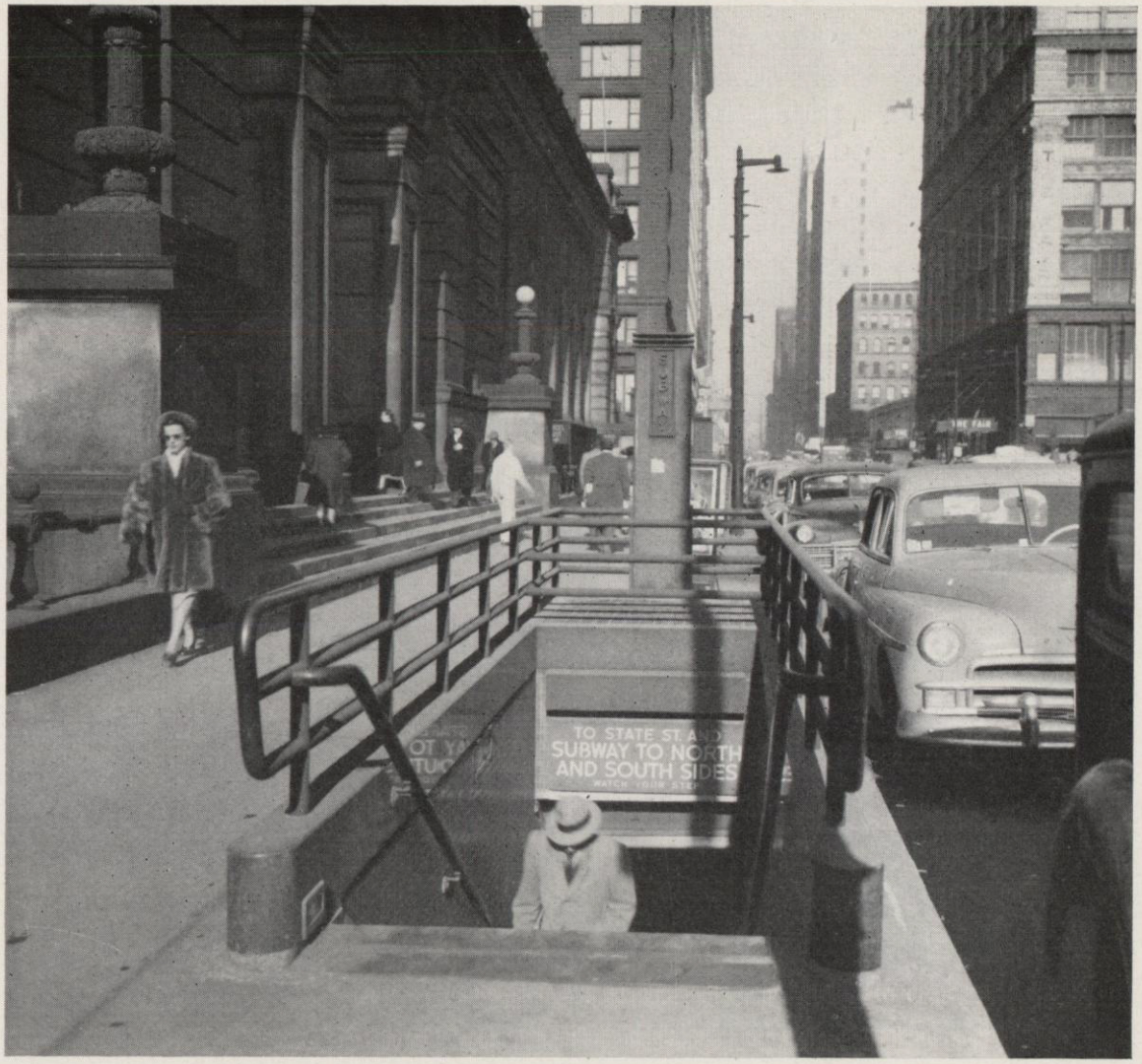
The Board acknowledges the teamwork of its employes which has made it possible to bring about continuing improvement in service even under trying conditions, brought about by bad weather, traffic interruptions, rerouting due to street construction work and other outside influences. The understanding attitude of the riding public is also appreciated, especially in those areas in which major construction work brings about prolonged, although temporary, rerouting such as occur through the construction of the West Route Superhighway. These temporary inconveniences will be more than compensated by permanent improvements.

By Order of the Board

Ralph Budd

Chairman.

Room A-645
175 W. Jackson Boulevard
Chicago 90, Illinois
May 3, 1951



Four subway entrances like this are located in each block on Dearborn Street

AUDITORS' CERTIFICATE

ARTHUR ANDERSEN & CO.

120 SOUTH LA SALLE STREET
CHICAGO 3

To the Chicago Transit Board,

Chicago Transit Authority:

We have examined the balance sheet of CHICAGO TRANSIT AUTHORITY (an Illinois municipal corporation) as of December 31, 1950, and the related statements of funds, of income and of application of revenues for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances. We previously had made a similar examination for the year ended December 31, 1949.

In our opinion, the accompanying balance sheet and related statements of funds and of income present fairly the financial position of Chicago Transit Authority as of December 31, 1950, and the results of its operations and fund transactions for the year then ended, and were prepared in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding period.

It is our further opinion that the accompanying statement of application of revenues presents fairly the distribution made of revenues of Chicago Transit Authority for the year ended December 31, 1950, and was prepared in accordance with the provisions of the Trust Agreement securing the Series of 1947 Revenue Bonds.

ARTHUR ANDERSEN & CO.

Chicago, Illinois,
March 16, 1951.

Assets

	December 31 1950	December 31 1949
Transportation Property, at cost	$111,687,711	$105,648,790
Reserve for Depreciation	15,586,265	9,673,501
	$ 96,101,446	$ 95,975,289
Special Funds:		
Cash and U.S. Government Securities (see accompanying statement of funds)—		
Under control of Revenue Bond Trustee		
Transit revenue	$ —	$ —
Series of 1947 Revenue Bond reserve	4,173,000	2,889,000
Depreciation reserve ($887,800 minimum balance required by Equipment Trust Agreements at December 31, 1950)	1,016,864	1,666,358
Operating expense reserve	588,736	150,000
Special modernization	172,178	1,232,192
Modernization	127,684	41,959
	$ 6,078,462	$ 5,979,509
Under control of Equipment Trustees (for purchase of equipment)	15,951,163	
Damage reserve	2,065,023	2,657,033
Funds held for Employes' Retirement Plan (exclusive of assets held by Pension Trustee)	2,009	3,785,111
	$ 24,096,657	$ 12,421,653
Current Assets:		
Cash and U.S. Government securities (see accompanying statement of funds)—		
Working cash (including $5,000,000 provided from Revenue Bond proceeds)	$ 10,688,090	$ 10,051,597
Deposit for payment of Revenue Bond interest	1,908,020	1,908,020
Deposits for payment of interest on Equipment Trust Certificates	275,770	—
Municipal compensation fund	862,330	—
Other	—	205,274
	$ 13,734,210	$ 12,164,891
Accounts receivable	745,042	634,635
Materials and supplies, at average cost	7,315,041	8,029,942
Prepayments and other current assets	985,890	540,141
	$ 22,780,183	$ 21,369,609
Deferred Charges	$ 153,971	$ 187,363
	$143,132,257	$129,953,914

Note:—Commitments for the purchase of revenue equipment to be paid from funds on deposit with Equipment Trustees aggregated approximately $15,900,000 at December 31, 1950. Other modernization commitments approximated $3,000,000, of which $2,100,000 represented amounts for the purchase of revenue equipment which is to be financed with Equipment Trust Certificates in 1951 and 1952.

Liabilities	December 31 1950	1949
Long-Term Debt (see accompanying statement):		
Revenue Bonds, Series of 1947	$105,000,000	$105,000,000
Equipment Trust Certificates—		
Series A, 4%, after deducting $905,000 of cash on deposit for payment	10,095,000	—
Series B, Class 1, 3½% to 5%, after deducting $111,345 cash on deposit for payment	2,555,655	—
Series B, Class 2, 5% ,after deducting $68,500 cash on deposit for payment	1,264,500	—
	$118,915,155	$105,000,000
Accumulated Net Revenues:		
As segregated in accordance with Revenue Bond Trust Agreement—		
Appropriated for debt service requirements	$ 4,173,000	$ 2,889,000
Appropriated for operating expense reserve	588,736	150,000
Appropriated for modernization	116,320	116,320
Unappropriated net revenues	——	(856,158)
	$ 4,878,056	$ 2,299,162
Accumulated interest on Equipment Trust Certificates paid from amounts deposited for depreciation under provisions of Revenue Bond Trust Agreement	(226,082)	—
	$ 4,651,974	$ 2,299,162
Current Liabilities:		
Accounts payable	$ 4,064,903	$ 4,378,969
Accrued wages	3,431,420	2,727,793
Accrued interest on Revenue Bonds	1,908,020	1,908,020
Accrued interest on Equipment Trust Certificates	275,770	—
Accrued municipal compensation	862,330	—
Unredeemed tickets and tokens	62,819	34,901
Other	—	154,045
	$ 10,605,262	$ 9,203,728
Deferred Liability (for repaving of abandoned right of way)	$ 1,133,953	$ 1,250,000
Reserves:		
Damage	$ 7,823,904	$ 8,415,913
Employes' Retirement Plan	2,009	3,785,111
	$ 7,825,913	$ 12,201,024
	$143,132,257	$129,953,914

( ) Denotes red figure.

Statement of Long-Term Debt

As of December 31, 1950

	Revenue Bonds, Series of 1947		Equipment Trust Certificates					
			Series A		Series B			
					Class 1		Class 2	
	Interest Rate	Amount	Interest Rate	Amount	Interest Rate	Amount	Interest Rate	Amount
Principal Payment Dates		July 1		Jan. 1—July 1		April 1—Oct. 1		April 1—Oct. 1
Maturities by Years:								
1951	—	$ ——	4%	$ 900,000	5%	$ 215,000	5%	$ 276,000
1952	—	——	4	1,860,000	3¾-4	445,000	5	287,000
1953	3¼%	1,000,000	4	1,940,000	3¾	465,000	5	299,000
1954	3¼	1,800,000	4	2,020,000	3¾	490,000	5	311,000
1955	3¼	2,400,000	4	2,100,000	3½	515,000	5	160,000
1956	3¼	2,800,000	4	2,180,000	3½	537,000	—	——
1957	3¼	3,000,000	—	——	—	——	—	——
1958-1961	3⅜	8,000,000	—	——	—	——	—	——
1962-1965	3½	8,000,000	—	——	—	——	—	——
1966-1972	3⅝	13,000,000	—	——	—	——	—	——
1978	3¾	65,000,000	—	——	—	——	—	——
Principal amount outstanding		$105,000,000		$11,000,000		$2,667,000		$ 1,333,000
Reserve Funds Held by Trustees:								
Series of 1947 Revenue Bond reserve (classified as Special Fund in accompanying balance sheet)		4,173,000						
Principal payment fund (deducted from Long-Term Debt in accompanying balance sheet)		——		905,000		111,345		68,500
Equipment Trust Certificates per accompanying balance sheet				$10,095,000		$2,555,655		$ 1,264,500
Deposits (exclusive of interest) required to be made in 1951 (Notes 2 and 3)		$ 1,284,000		$ 1,828,000		$ 448,068		$ 278,500
Collateral at December 31, 1950:								
Capitalized cost of property held in name of Trustees—								
86 elevated-subway cars (at basic contract price)				$ 3,123,237		$		
24 propane buses				389,640				
Capitalized cost of equipment in process of manufacture or delivery				1,035,960				
Cash and U.S. Government securities held by Trustees pending delivery of following equipment—								
114 elevated-subway cars, 476 propane buses, 42 trolley buses				11,951,163				
233 trolley buses						4,000,000		
				$16,500,000		$ 4,000,000		

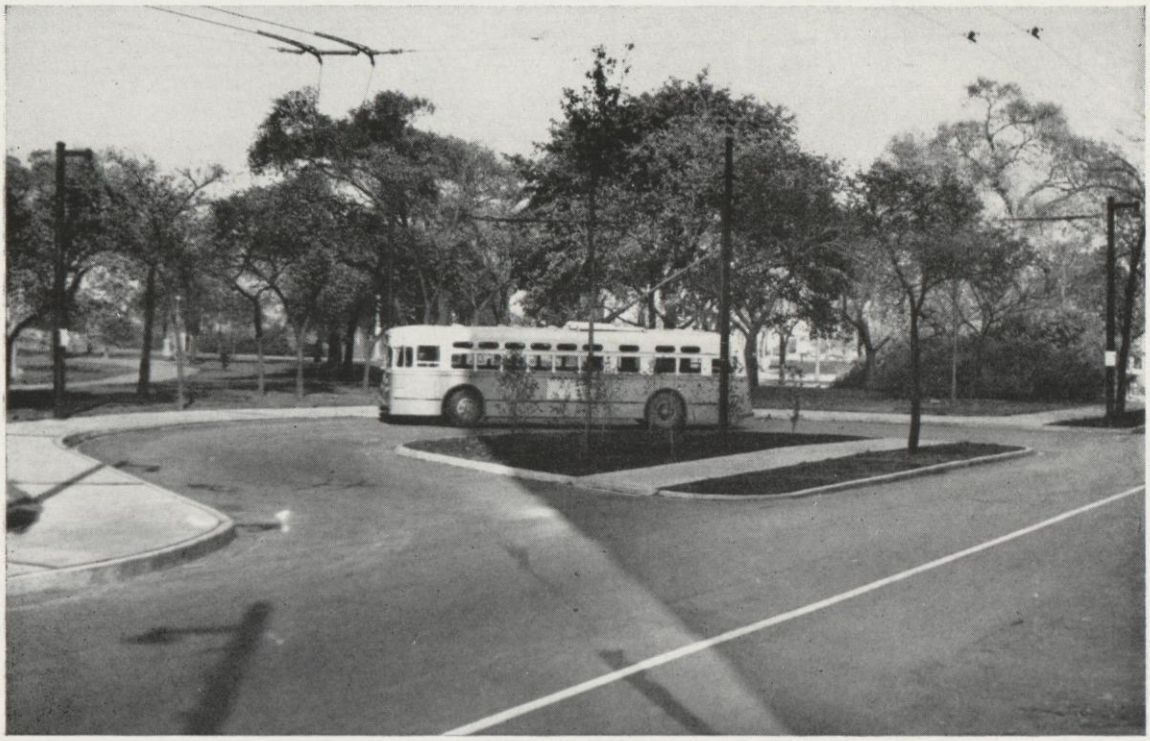
Notes:—(1) Under the provisions of the Trust Agreement securing the Revenue Bonds the Authority is required to make monthly deposits of $107,000 to its Revenue Bond Reserve Fund until such fund aggregates $6,400,000; beginning July 1, 1952, the Authority is required to make monthly deposits to cover principal payments on Revenue Bonds due within one year, and commencing July 1, 1957, also to make monthly Sinking Fund deposits.

(2) The Equipment Trust Agreements require that, so long as any Equipment Trust Certificates remain outstanding, a cash balance shall be maintained in the Depreciation Reserve Fund equal to $887,800 at December 31, 1950, increasing monthly thereafter by $143,200 to a maximum of $1,705,000. Payments of principal and interest on all series of Equipment Trust Certificates are to be made from the Depreciation Reserve Fund, deposits to which are to be made only after requirements have been fulfilled for principal and interest on the Revenue Bonds.

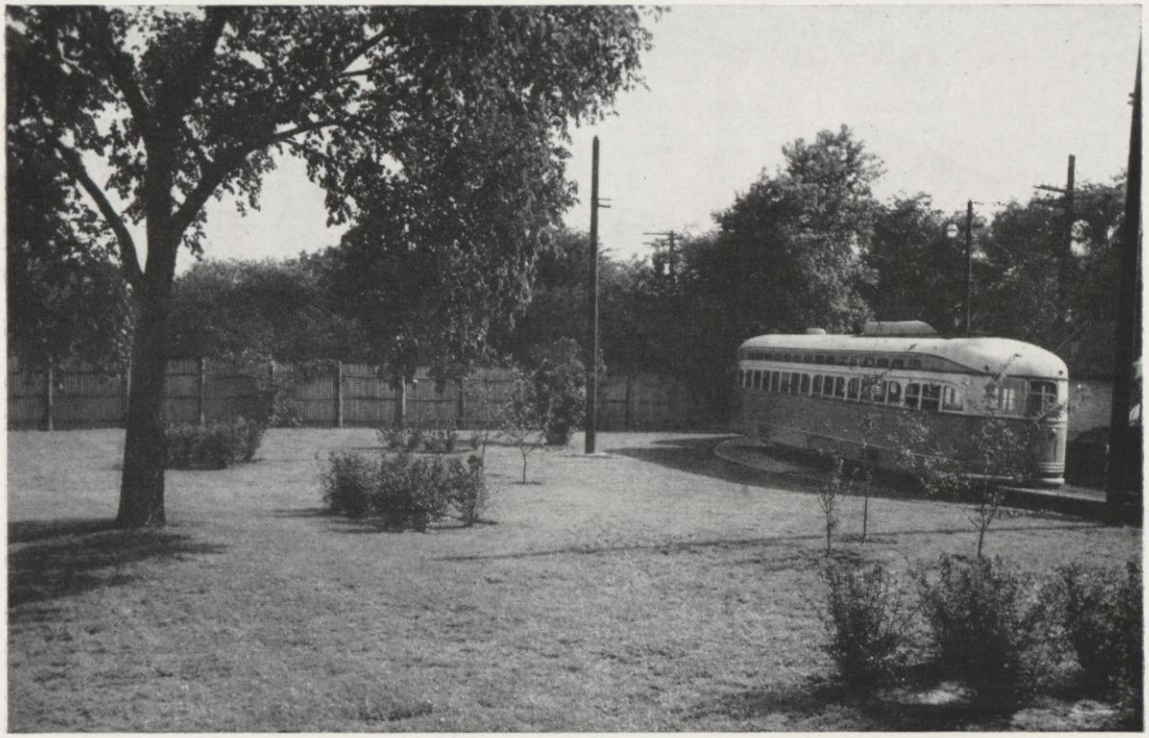
(3) The rights of the holders of Series B, Class 2, Equipment Trust Certificates are subordinate, with respect to the availability of funds for the payment of principal and interest, to the rights of the holders of Series A and Series B, Class 1 certificates.

SEE INSIDE PAGES FOR

STATEMENT OF FUNDS



The North Avenue trolley bus terminal blends into its surroundings in Lincoln Park



Terminal at Western and Berwyn is an attractively landscaped area

CHICAGO TRANSIT

STATEMENT

For the Year Ended De

	Total	Funds Under Control of Re			
		Transit Revenue	Series of 1947 Revenue Bond		Depreciation Reserve
			Interest	Reserve	
Balance December 31, 1949—					
Classified in accompanying balance sheet as:					
Special funds	$ 12,421,653	$ ——	$ ——	$2,889,000	$1,666,358
Current assets	12,164,891	——	1,908,020	——	——
	$ 24,586,544	$ ——	$1,908,020	$2,889,000	$1,666,358
Eliminate—Fund transfers and deposits recorded at December 31, 1949, but made after that date	611,427*	5,307,419	——	9,635	362,009
Balance December 31, 1949—after eliminating above transfers and deposits	$ 23,975,117	$ 5,307,419	$1,908,020	$2,898,635	$2,028,367
Add—Receipts:					
Collection of revenues	$115,711,261	$115,554,742	$ 13,170	$ 66,004	$ 6,556
Proceeds from sales of Equipment Trust Certificates	15,000,000	——	——	——	——
Other receipts	5,016,585	4,244,706	——	——	49,689
Transfers from Transit Revenue Fund	——	120,929,686*	3,816,250	1,284,000	8,922,419
Insurance recoveries and net proceeds from sales of property	——	53,253*	——	——	——
Other net transfers	——	13,170	13,170*	——	——
	$135,727,846	$ 1,170,321*	$3,816,250	$1,350,004	$8,978,664
Deduct:					
Disbursements—					
Costs and expenses of operation, purchase of materials and supplies, reimbursable expenditures, etc.	$101,158,765	$ ——	$ ——	$ ——	$ ——
Disbursements for purposes for which funds were created	20,466,709	——	3,816,250	——	4,650,329
Transfers from Revenue Bond Trustee to Equipment Trustees (see accompanying statement)	——	——	——	——	5,315,615
	$121,625,474	$ ——	$3,816,250	$ ——	$9,965,944
Balance December 31, 1950:—					
Before transfers described below:					
Cash	$ 16,883,602	$ 4,137,098	$ 319,902	$ 86,518	$1,041,087
U.S. Government securities (at cost)	21,193,887	——	1,588,118	4,162,121	——
	$ 38,077,489	$ 4,137,098	$1,908,020	$4,248,639	$1,041,087 (1)
Add or Deduct*:					
December collections deposited January 2, 1951	838,223	838,223	——	——	——
Fund transfers to be made after December 31, 1950—					
Transfers from Transit Revenue Fund	——	5,192,974*	——	——	541,767
Reimbursement of Working Cash for disbursements payable from special funds.	——	——	——	——	528,614*
Other transfers	——	217,653	——	75,639*	37,376*
Balance December 31, 1950	$ 38,915,712	$ ——	$1,908,020	$4,173,000	$1,016,864
Classified in accompanying balance sheet as—					
Special funds	$ 24,096,657	$ ——	$ ——	$4,173,000	$1,016,864
Current assets	13,734,210	——	1,908,020	——	——
Reduction of Long-Term Debt	1,084,845	——	——	——	——
	$ 38,915,712	$ ——	$1,908,020	$4,173,000	$1,016,864

Notes:— (1) $887,800 minimum balance required by Equipment Trust Agreements at December 31, 1950.
(2) Includes $161,925, held by Special Master which was subject to withdrawal on the basis of expenditures ma

T AUTHORITY

OF FUNDS

cember 31, 1950

venue Bond Trustee				Funds Under Control of Equipment Trustees (See Accompanying Statement)	Other Funds			
Operating Expense Reserve	Municipal Compensation	Special Modernization	Modernization		Damage Reserve	Funds Held for Employes' Retirement Plan	Working Cash	Other Cash
$150,000	$ ——	$1,232,192	$ 41,959	$ ——	$2,657,033	$3,785,111	$ ——	$ ——
——	——	——	——	——	49,535	——	10,051,597	155,739
$150,000	$ ——	$1,232,192	$ 41,959	$ ——	$2,706,568	$3,785,111	$ 10,051,597	$155,739
36	2,472	184,916	468,237	——	373,269*	515,495*	6,172,387*	115,000
$150,036	$ 2,472	$1,417,108 (2)	$510,196	$ ——	$2,333,299	$3,269,616	$ 3,879,210	$270,739
$ 1,755	$ ——	$ ——	$ ——	$ 69,034	$ ——	$ ——	$ ——	$ ——
——	——	——	——	15,000,000	——	——	——	——
——	——	——	——	69,034*	30,449	17,404	743,371	——
438,736	528,596	——	——	——	——	——	105,939,685	——
——	——	——	801,494	——	——	——	748,241*	——
——	——	——	138,438	——	5,229,360	505,707	5,735,067*	138,438*
$440,491	$528,596	$ ——	$939,932	$15,000,000	$5,259,809	$ 523,111	$100,199,748	$138,438*
$ ——	$ ——	$ ——	——	$ ——	$ ——	$ ——	$101,158,765	$ ——
——	——	18,406	193,353	4,548,837	5,896,237	3,790,907	2,579,911*	132,301
——	——	1,050,000	495,000	6,860,615*	——	——	——	——
$ ——	$ ——	$1,068,406	$688,353	$ 2,311,778*	$5,896,237	$3,790,907	$ 98,578,854	$132,301
$441,527	$531,068	$ 348,702	$761,775	$2,017,130	$1,696,871	$ 1,820	$ 5,500,104	$ ——
149,000	——	——	——	15,294,648	——	——	——	——
$590,527	$531,068	$ 348,702 (2)	$761,775	$17,311,778	$1,696,871	$ 1,820	$ 5,500,104	$ ——
——	——	——	——	——	——	——	——	——
——	333,734	——	——	——	——	——	4,317,473	——
——	——	161,925*	630,326*	——	——	——	1,320,865	——
1,791*	2,472*	14,599*	3,765*	——	368,152	189	450,352*	——
$588,736	$862,330	$ 172,178	$127,684	$17,311,778	$2,065,023	$ 2,009	$ 10,688,090	$ ——
$588,736	$ ——	$ 172,178	$127,684	$15,951,163	$2,065,023	$ 2,009	$ ——	$ ——
——	862,330	——	——	275,770	——	——	10,688,090	——
——	——	——	——	1,084,845	——	——	——	——
$588,736	$862,330	$ 172,178	$127,684	$17,311,778	$2,065,023	$ 2,009	$ 10,688,090	$ ——

*Denotes deduction.

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SEE INSIDE PAGES

FOR STATEMENT OF FUNDS

UNDER CONTROL OF

EQUIPMENT TRUSTEES

THORITY

# of Equipment Trustees

r 31, 1950

Funds Under Control of Equipment Trustees

tes		Series B Equipment Trust Certificates					
Payment of				For Payment of of Principal		For Payment of Interest	
l	Interest	Total	For Purchase of Equipment	Class 1	Class 2	Class 1	Class 2
–	$ —	$ —	$ —	$ —	$ —	$ —	$ —
–	$ —	$ 4,000,000	$ 4,000,000	$ —	$ —	$ —	$ —
–	—	11,146	11,146	—	—	—	—
–	—	11,146*	11,146*	—	—	—	—
–	$ —	$ 4,000,000	$ 4,000,000	$ —	$ —	$ —	$ —
–	$ —	$ —	$ —	$ —	$ —	$ —	$ —
000	220,000	235,615	—	111,345	68,500	33,549	22,221
000	$ 220,000	$ 235,615	$ —	$ 111,345	$ 68,500	$ 33,549	$ 22,221
–	$ —	$ —	$ —	$ —	$ —	$ —	$ —
000	$ 220,000	$ 245,689	$ 10,074	$ 111,345	$ 68,500	$ 33,549	$ 22,221
–	—	3,989,926	3,989,926	—	—	—	—
000	$ 220,000	$ 4,235,615	$ 4,000,000	$ 111,345	$ 68,500	$ 33,549	$ 22,221
–	$ —	$ 4,000,000	$ 4,000,000	$ —	$ —	$ —	$ —
–	220,000	55,770	—	—	—	33,549	22,221
000	—	179,845	—	111,345	68,500	—	—
000	$ 220,000	$ 4,235,615	$ 4,000,000	$ 111,345	$ 68,500	$ 33,549	$ 22,221

CHICAGO TRANSIT AU

Statement of Funds Under Control

For the Year Ended Decembe

	Combined	Series A Equipment Trust Certifica		
		Total	For Purchase of Equipment	For Principa
Balance December 31, 1949	$ —	$ —	$ —	$ —
Add:				
Receipts—				
Proceeds from sales of Equipment Trust Certificates	$ 15,000,000	$ 11,000,000	$ 11,000,000	$ —
Interest collections on U.S. Government securities	69,034	57,888	57,888	—
Interest collections transferred to Revenue Bond Trustee	69,034*	57,888*	57,888*	—
	$ 15,000,000	$ 11,000,000	$ 11,000,000	$ —
Transfers from Revenue Bond Trustee—				
For purchase of equipment	$ 5,500,000	$ 5,500,000	$ 5,500,000	$ —
For payment of principal and interest on Equipment Trust Certificates	1,360,615	1,125,000	—	905,
	$ 6,860,615	$ 6,625,000	$ 5,500,000	$ 905,
Deduct—Payments to equipment manufacturers	$ 4,548,837	$ 4,548,837	$ 4,548,837	$ —
Balance December 31, 1950:				
Cash	$ 2,017,130	$ 1,771,441	$ 646,441	$ 905,
U.S. Government securities (at cost)	15,294,648	11,304,722	11,304,722	—
	$ 17,311,778	$ 13,076,163	$ 11,951,163	$ 905,
Classified in accompanying balance sheet as—				
Special funds	$ 15,951,163	$ 11,951,163	$ 11,951,163	$ —
Current assets	275,770	220,000	—	—
Reduction of Long-Term Debt	1,084,845	905,000	—	905,
	$ 17,311,778	$ 13,076,163	$ 11,951,163	$ 905,

*Denotes deduction.

Statements of Income (See Note)

For the Years Ended December 31, 1950 and 1949

	1950	1949
Revenues	$115,812,984	$116,239,238
Operating Expenses:		
Operation and maintenance expenses—		
Way and structures	$ 8,423,026	$ 8,489,381
Equipment	12,958,011	12,840,405
Power and fuel for equipment	10,993,768	10,904,288
Conducting transportation	57,013,967	60,882,843
General (including provisions of $5,211,584 and $5,710,031, respectively, for damage reserve)	12,666,738	12,378,229
	$102,055,510	$105,495,146
Depreciation	6,500,000	6,500,000
Municipal compensation	862,330	——
	$109,417,840	$111,995,146
Net operating income	$ 6,395,144	$ 4,244,092
Interest on Long-Term Debt:		
Interest on Revenue Bonds	$ 3,816,250	$ 3,816,250
Interest on Equipment Trust Certificates	226,082	——
	$ 4,042,332	$ 3,816,250
Net income (see note)	$ 2,352,812	$ 427,842

Note:

The above statements show the revenues, expenses and net income of the Authority for the years ended December 31, 1950, and 1949. These statements do not purport to show the disposition of gross revenues in the order of precedence required by the Trust Agreement securing the Revenue Bonds. Such information is presented in the accompanying statements of application of revenues.

Following is a reconciliation between the net income shown above and the final balances shown on the statements of application of revenues:

	December 31	
	1950	1949
Net income	$ 2,352,812	$ 427,842
Appropriated for—		
Debt service requirements (Series of 1947 Revenue Bond reserve)	$ 1,284,000	$ 1,284,000
Portion of 1949 depreciation requirement not earned in that year	856,158	——
Operating expense reserve	438,736	——
Interest on Equipment Trust Certificates paid from depreciation reserve fund (credit)	(226,082)	——
	$ 2,352,812	$ 1,284,000
Unappropriated net revenues (deficiency)	$ ——	($ 856,158)

Statements of Application of Revenues

(Applied in the order of precedence required by Trust Agreement securing Revenue Bonds)

For the Years Ended December 31, 1950 and 1949

	1950	1949
Revenues	$115,812,984	$116,239,238
Operation and Maintenance Expenses	102,055,510	105,495,146
	$ 13,757,474	$ 10,744,092
Debt Service Requirements:		
Interest on Revenue Bonds	$ 3,816,250	$ 3,816,250
Series of 1947 Revenue Bond reserve	1,284,000	1,284,000
	$ 5,100,250	$ 5,100,250
Balance	$ 8,657,224	$ 5,643,842
Other Requirements:		
Depreciation—		
Current year's requirement	$ 6,500,000	$ 6,500,000
Portion of 1949 requirement not earned in that year	856,158	——
Operating expense reserve	438,736	——
Municipal compensation	862,330	——
	$ 8,657,224	$ 6,500,000
Unappropriated net revenues (deficiency)	$ ——	($ 856,158)

Note:

Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative. Monthly deposits to the Operating Expense Reserve Fund may be made only from monies remaining in any one month after all deposits have been made to the Depreciation Reserve Fund. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve Fund and Operating Expense Reserve Fund. In 1950, if sufficient monies had been available, the deposit in the Municipal Compensation Fund would have been $158,651 larger.

Operating Statistics

For the Year Ended December 31, 1950

	Surface System	Rapid Transit System	Combined System
Passenger and Traffic Statistics:			
Revenue Passengers—			
Originating Passengers	641,597,249(1)	110,603,719	752,200,968
Transfers from other systems	(2)	35,086,178	35,086,178
Transfers from Chicago Motor Coach	(3)	2,943,835	2,943,835
Total Revenue Passengers	641,597,249	148,633,732	790,230,981
Revenue Vehicle Miles—			
Cars	68,767,134	44,534,576	113,301,710
Trolley Buses	11,286,310	——	11,286,310
Motor Buses	38,346,564	——	38,346,564
Total Revenue Vehicle Miles	118,400,008	44,534,576	162,934,584
*Revenue per Vehicle Mile	79.53c	44.14c	69.86c
Revenue Vehicle Hours—			
Cars	7,971,962	3,329,516	11,301,478
Trolley Buses	1,304,900	——	1,304,900
Motor Buses	4,217,256	——	4,217,256
Total Revenue Vehicle Hours	13,494,118	3,329,516	16,823,634
Power Statistics:			
Direct Current—Kilowatt Hours	428,035,970	208,156,301	636,192,271
Average Cost per Kilowatt Hour	——	——	1.45c
Net Cost of D.C. Power per Revenue Vehicle Mile	——	——	7.39c
Fuel Statistics:			
Gasoline—			
Gallons	10,328,521	——	10,328,521
Average Miles per Gallon	3.01	——	3.01
Diesel Fuel—			
Gallons	1,657,914	——	1,657,914
Average Miles per Gallon	4.41	——	4.41

Notes:

(1) Surface System originating traffic includes Mail Carriers.

(2) Surface System receives no revenue on transfers from the Rapid Transit System and makes no record o' passenger transfers from that System.

(3) Passengers transferring from the Chicago Motor Coach Company Buses are not reported.

*Passenger and Chartered Vehicle Revenues.

Revenue Equipment Owned

December 31, 1950

	On Hand Dec. 31, 1949	January 1, 1950 to Dec. 31, 1950		On Hand Dec. 31, 1950
		Acquired	Retired	
Surface System				
Streetcars—				
P.C.C. Cars	683	—	1	682
Other Closed Platform	680	—	68	612
Open Platform	1,073	—	293	780
Total Streetcars	2,436	—	362	2,074
Buses—				
Trolley Buses	361	—	—	361
Gas—Mechanical	425	—	18	407
Gas—Hydraulic	489*	—	—	489
Diesel—Hydraulic	136	—	—	136
Propane—Hydraulic	—	31	—	31
Total Buses	1,411	31	18	1,424
Total Surface Equipment	3,847	31	380	3,498
Rapid Transit System				
Elevated Cars—wood and steel	1,057	—	113	944
Elevated-Subway Cars				
Steel, Conventional type	455	—	—	455
Metal, Articulated	4	—	—	4
Metal, P.C.C.	—	100	—	100
Total Rapid Transit Cars	1,516	100	113	1,503
Total Revenue Equipment Owned	5,363	131	493	5,001

*Seventeen Buses reclassified hydraulic, formerly mechanical.

Mileage Owned, Leased and Operated

December 31, 1950

	Surface System	Rapid Transit System	Combined System
Track Owned or Leased:			
Owned	950.23	170.23	1,120.46
Leased	6.62	60.64	67.26
Total Track Owned or Leased	956.85	230.87	1,187.72
Revenue and Non-Revenue Track or Route Mileage:			
Revenue Miles in Operation—			
Revenue Track in Operation	669.29	193.28	862.57
Trolley bus lines (Single way miles) in Operation	130.17	——	130.17
Motor bus lines (Single way miles) in Operation	652.29	——	652.29
Total Revenue Miles in Operation	1,451.75	193.28	1,645.03
Non-Revenue Miles—			
Unused Track	201.86(1)	——	201.86(1)
Service Track	85.70(2)	37.59(3)	123.29
Connecting trolley bus lines, and trolley bus storage	11.58	——	11.58
Total Non-Revenue Miles	299.14	37.59	336.73
TOTAL	1,750.89	230.87	1,981.76

Notes:
(1) This mileage covers tracks located in public ways and streets which are isolated, tracks from which electric service has been disconnected, and tracks not used.
(2) This mileage covers tracks located in yards and carhouses; also 32.81 miles in public ways and streets used for pull-in, pull-out, work cars, and in case of emergencies.
(3) Includes 8.07 miles Main Line Storage Track. Balance consists of tracks in yards and carhouses.

Statement of Transportation Property and Organization Expense

Showing Balance at December 31, 1949, Plus Additions and Less Retirements

During Year 1950 and Balance at December 31, 1950

	Balance Dec. 31, 1949	Plus Gross Additions	Less Retirements	Balance Dec. 31, 1950
Land	$ 9,264,384	$ 674,846*	——	$ 8,589,538
Track and Paving	23,193,626	431,165	$130,248	23,494,543
Machinery and Tools	1,864,556	325,357	42,370	2,147,543
Electric Line Equipment	8,785,386	543,104	273,528	9,054,962
Buildings	13,314,469	950,630	47,653	14,217,446
Cars	20,697,903	3,949,396	231,550	24,415,749
Buses	18,293,083	412,390	73,800	18,631,673
Work Trucks, Autos and Service Equipment	884,904	108,503	10,279	983,128
Furniture	446,614	88,036	840	533,810
Signals and Interlocking	359,081	15,729	19,796	355,014
Crossings, Fences and Signs	74,590	126,302	287	200,605
Elevated Structures	5,928,375	64,104	1,190	5,991,289
Substation Equipment	1,520,273	113,558	——	1,633,831
Telephone and Communications	104,314	46,534	1,008	149,840
Engineering	39,916	6,563	——	46,479
General and Miscellaneous	792,000	364,945	——	1,156,945
Total Transportation Property	$105,563,474	$6,871,470	$832,549	$111,602,395
Organization Expense	85,316	——	——	85,316
Total	$105,648,790	$6,871,470	$832,549	$111,687,711

*Denotes Deduction

Chronology

April 12, 1945

Metropolitan Transit Authority Act enacted by the General Assembly of the State of Illinois, was approved.

June 4, 1945

The Act was adopted by voters of City of Chicago and Village of Elmwood Park; and the City of Chicago ordinance, dated April 23, 1945, granting a fifty year exclusive franchise to Transit Authority was approved at referendum election.

June 28, 1945

Chicago Transit Board was organized for the transaction of business and Mr. Philip Harrington was elected its first Chairman.

July 24, 1945

The Governor of the State of Illinois approved "Park Acts" giving the Authority operating rights in Chicago Park District.

February 15, 1946

United States District Court filed opinions holding Chicago Transit Authority's plans for purchase of Chicago Surface Lines, and Chicago Rapid Transit Lines to be fair, equitable and feasible, warranting their submission to the security holders.

April 22, 1947

Sales to the Authority (as sole bidder) of the properties of Chicago Surface Lines and Chicago Rapid Transit Company, contingent upon the sale of bonds by the Authority, were held by Special Master Walter A. Wade at the Cook County Court House.

September 30, 1947

The $105,000,000 Series of 1947 revenue bonds were delivered by the Authority and payment received. The Authority then made payments of $75,000,000 for Surface Lines properties and $12,162,500 for Rapid Transit properties.

October 1, 1947

Possession was taken of the properties formerly known as Chicago Surface Lines and Chicago Rapid Transit Company and operation was begun by Chicago Transit Authority as a unified system.

February 1, 1948

Consolidation made effective of Rapid Transit and Surface Divisions enabling personnel and activities of many departments of the two divisions to be consolidated.

April 4, 1948

All express Rapid Transit Service established on Lake St. Elevated route, discontinuing ten little used stations.

May 11, 1948

Adult fares on Surface routes were increased from 10 cents to 11 cents and on Rapid Transit lines from 12 cents to 13 cents, and appropriate adjustments made in other fare rates.

June 20, 1948

Adult Surface Route fares were increased from 11 cents to 13 cents and adult fares on Rapid Transit lines were increased from 13 cents to 15 cents with appropriate changes in other fare rates.

December 7, 1948

A plan was presented to the City Council Committee on Local Transportation by the Board for the establishment of all express transportation service on the North-South Rapid Transit routes.

December 31, 1948

New equipment deliveries during the year announced to be 298 street cars, 210 trolley buses, 372 motor buses and 2 rapid transit cars.

August 1, 1949

All express Rapid Transit Service was placed in operation on North-South subway and elevated lines.

September 1, 1949

Mr. Ralph Budd began three-year term as Chairman of Chicago Transit Board, pursuant to election by the Board on August 4, 1949, succeeding Philip Harrington who died on February 11, 1949.

October 15, 1949

Adult surface route fares were increased from 13 cents to 15 cents and adult fares on rapid transit lines were increased from 15 cents to 17 cents with appropriate changes in other fare rates.

November 3, 1949

The Chairman and General Manager were authorized by the Board to investigate every possible way or method of continuing the Modernization Program.

January 5, 1950

Mr. Guy A. Richardson was elected Vice-Chairman of Chicago Transit Board to fill the vacancy caused by the expiration of the term of Frank McNair.

May 17, 1950

The Chairman and the Secretary were authorized to execute a two-year agreement beginning June 1, 1950, with Division 241 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America, providing for a wage increase of five cents an hour and five paid holidays. Similar agreements were subsequently entered into with other unions.

May 28, 1950

The new North Park Bus Terminal was officially opened, providing paved outdoor storage area for 350 buses with enclosed servicing facilities and an administrative building for transportation employes at this location.

June 27, 1950

Chicago Transit Board accepted offer of John Nuveen & Co. to purchase $11,000,000 of equipment trust certificates, series A, which funds together with other funds of the Authority will be used to purchase not less than 500 motor buses and not less than 200 subway-elevated cars (including the 130 subway-elevated cars on order).

July 27, 1950

Contracts awarded for purchase of 500 propane fuel motor buses and 70 subway-elevated cars.

August 3, 1950

Chicago Transit Board accepted offer of John Nuveen & Co. to purchase $4,000,000 of equipment trust certificates, Series B, which funds are to be used for the purchase of trolley buses.

September 7, 1950

Chicago Transit Board accepted offer of John Nuveen & Co. to purchase $1,391,000 of equipment trust certificates, series C, to be issued when legally permissible. The funds are to be used for the purchase of trolley buses. Contracts were awarded for the purchase of 349 trolley buses.

October 2, 1950

Mr. James R. Quinn filed his oath of office, with the Secretary of State of the State of Illinois, for his appointment as a member of Chicago Transit Board for the term expiring September 1, 1957.

December 7, 1950

Following a public hearing, the budget was adopted for the year 1951 providing for $113,466,000, to cover operating costs, fixed and other charges. Essential capital expenditures were budgeted at $8,008,000 and an additional $5,386,000 was budgeted for capital improvements which are dependent on finances.

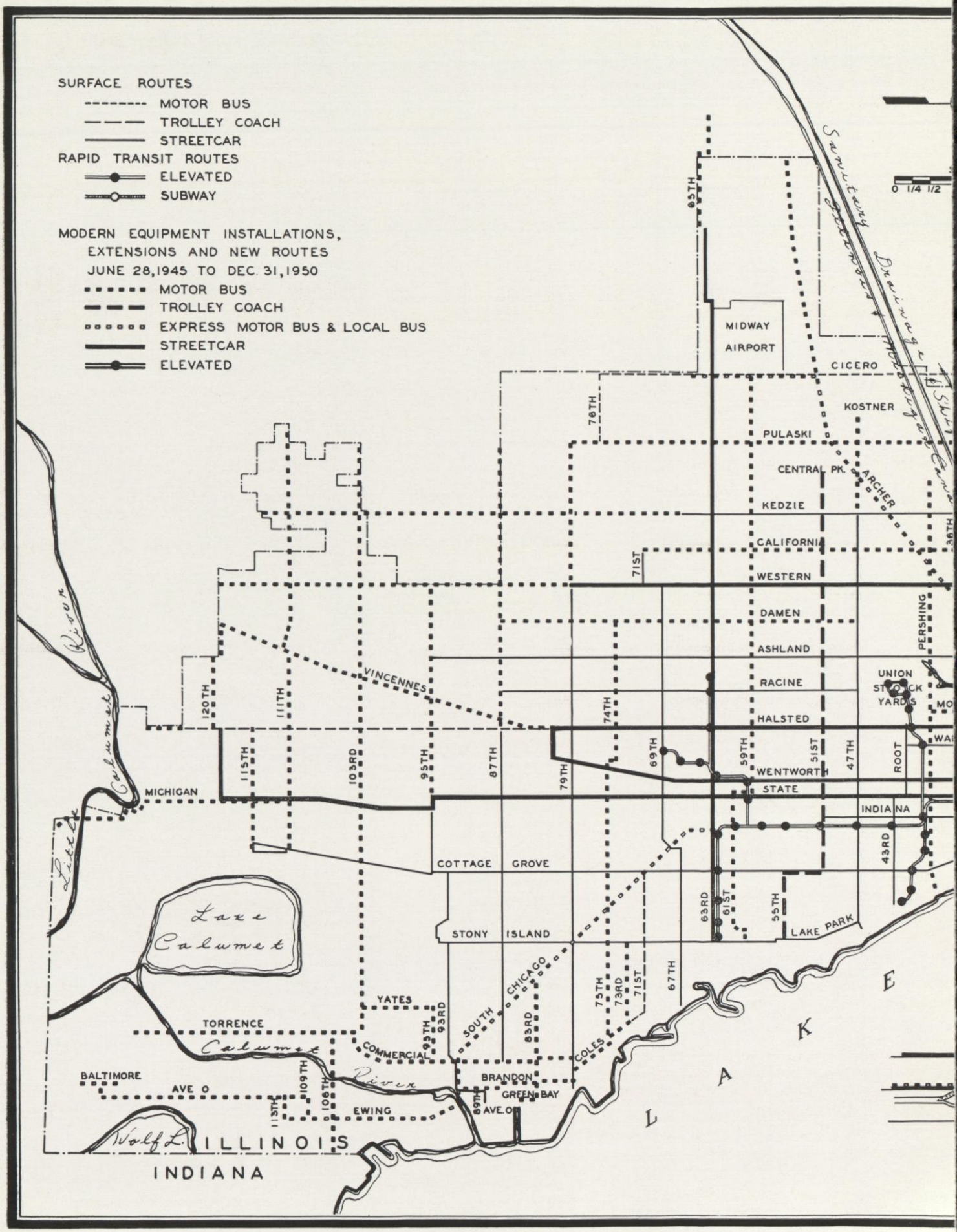
December 24, 1950

Mr. Irvin L. Porter died. He was a member and Treasurer of Chicago Transit Board since its inception.

SEE INSIDE PAGES

FOR MAP OF

ROUTES IN SERVICE


SURFACE ROUTES
MOTOR BUS
TROLLEY COACH
STREETCAR
RAPID TRANSIT ROUTES
ELEVATED
SUBWAY
MODERN EQUIPMENT INSTALLATIONS, EXTENSIONS AND NEW ROUTES JUNE 28,1945 TO DEC. 31,1950
MOTOR BUS
TROLLEY COACH
EXPRESS MOTOR BUS & LOCAL BUS
STREETCAR
ELEVATED
0 1/4 1/2
MIDWAY AIRPORT
CICERO
KOSTNER
PULASKI
CENTRAL PK.
ARCHER
KEDZIE
CALIFORNIA
WESTERN
DAMEN
ASHLAND
RACINE
HALSTED
WENTWORTH
STATE
INDIANA
UNION STOCK YARDS
PERSHING
ROOT
VINCENNES
MICHIGAN
COTTAGE GROVE
STONY ISLAND
LAKE PARK
SOUTH CHICAGO
COLES
YATES
TORRENCE
COMMERCIAL
BRANDON
GREEN BAY
AVE. O
EWING
BALTIMORE
AVE O
Lake Calumet
Calumet River
Little Calumet River
Wolf L.
ILLINOIS
INDIANA
LAKE
65TH
76TH
71ST
74TH
79TH
87TH
95TH
103RD
111TH
115TH
120TH
69TH
59TH
51ST
47TH
43RD
63RD
61ST
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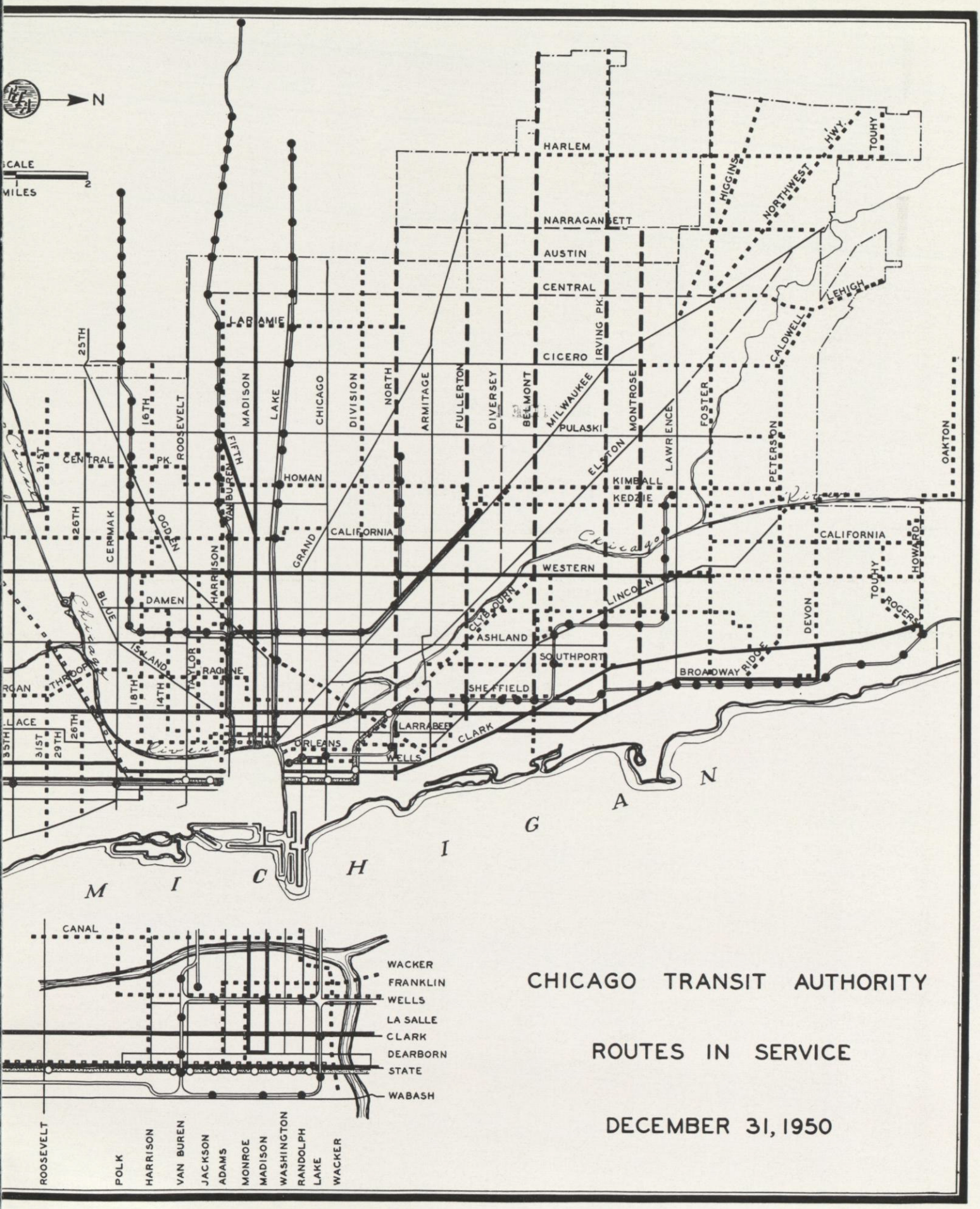
67TH
75TH
73RD
71ST
83RD
93RD
95TH
89TH
106TH
109TH
113TH



CHICAGO TRANSIT AUTHORITY

ROUTES IN SERVICE

DECEMBER 31, 1950